



**COMMUNITY DEVELOPMENT COMMISSION
of the County of Los Angeles**

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May 23, 2006

Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Honorable Board of Commissioners
Community Development Commission
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors and Commissioners

**SET A PUBLIC HEARING TO APPROVE ENVIRONMENTAL DOCUMENTATION
AND CONSIDER ADOPTION OF THE WHITESIDE REDEVELOPMENT PLAN (1)
(3 Vote)**

IT IS RECOMMENDED THAT THE BOARD OF SUPERVISORS:

Set and consent to a joint public hearing with the Board of Commissioners of the Community Development Commission to consider approval of environmental documents and adoption of the Redevelopment Plan for the Whiteside Redevelopment Project (Whiteside Redevelopment Plan), which will establish the Whiteside Redevelopment Project Area (Project Area) on a 171-acre site generally bounded by Worth Street to the north; North Indiana Street to the west; Eastern Avenue to the east; and the 10 Freeway, North Herbert Avenue, and Fowler Street to the south in the unincorporated Whiteside area of Los Angeles County.

**IT IS RECOMMENDED THAT THE BOARD OF COMMISSIONERS OF
THE COMMUNITY DEVELOPMENT COMMISSION:**

Set and consent to a joint public hearing with the Board of Supervisors to consider approval of environmental documents and adoption of the Redevelopment Plan for the Whiteside Redevelopment Project (Whiteside Redevelopment Plan), which will establish the Whiteside Redevelopment



Project Area (Project Area) on a 171-acre site generally bounded by Worth Street to the north; North Indiana Street to the west; Eastern Avenue to the east; and the 10 Freeway, North Herbert Avenue, and Fowler Street to the south in the unincorporated Whiteside area of Los Angeles County.

AFTER THE PUBLIC HEARING, IT IS RECOMMENDED THAT THE BOARD OF SUPERVISORS:

1. Consider and certify that the attached Final Environmental Impact Report (FEIR), including any comments received during the public review process and the responses thereto, has been completed in compliance with the requirements of the California Environmental Quality Act (CEQA) for the Redevelopment Plan for the Whiteside Redevelopment Project (Whiteside Redevelopment Plan) approval on a 171-acre site generally bounded by Worth Street to the north; North Indiana Street to the west; Eastern Avenue to the east; and the 10 Freeway, North Herbert Avenue, and Fowler Street to the south in the unincorporated Whiteside area of Los Angeles County.
2. Adopt the attached Mitigation Monitoring and Reporting Program, required as a condition for approval of the Whiteside Redevelopment Plan; and find that the project will have no adverse effect on wildlife resources, and authorize the Executive Director of the Community Development Commission to complete and file with the County Clerk a Certificate of Fee Exemption for the project described above.
3. Adopt the attached Findings of Fact and the Statement of Overriding Considerations for the project's unavoidable adverse traffic impacts.
4. Find that the FEIR reflects the independent judgment of the County, and instruct the Executive Director of the Community Development Commission to file with the County Clerk a Notice of Determination, as required by CEQA; and instruct the Executive Director to take any and all actions necessary to complete the implementation of this environmental review action, for the project described above.
5. Introduce, waive reading, and adopt the attached ordinance adopting the Whiteside Redevelopment Plan, which will assist in the elimination of blighting conditions in the Whiteside Redevelopment Project Area (Project Area) and prevent their recurrence.

PURPOSE/JUSTIFICATION FOR RECOMMENDED ACTION:

The purpose of this action is to set a joint public hearing of the Board of Supervisors and Board of Commissioners of the Community Development Commission, pursuant to California Health and Safety Code (Code) Section 33355 et seq., at which time the Board will consider actions to adopt the Whiteside Redevelopment Plan.

At the joint public hearing, the Board will consider and certify the FEIR. CEQA requires that the Board, as Lead Agency, consider and certify the FEIR and find that the project's potential benefits outweigh its potential unavoidable environmental impacts. Adoption of the Mitigation Monitoring and Reporting Program, and the Findings of Fact and Statement of Overriding Considerations, along with filing the Notice of Determination, will satisfy CEQA requirements.

Following certification of the FEIR, the Board would then consider adoption of the Whiteside Redevelopment Plan and establishment of the Project Area by ordinance. A Report to the Board of Supervisors for the Whiteside Redevelopment Project (Report) has been prepared to accompany the Whiteside Redevelopment Plan, in accordance with Code Section 33352. The purpose of the Report is to provide the facts and evidence required for the Board to consider for adoption of the Whiteside Redevelopment Plan.

FISCAL IMPACT/FINANCING:

The County General Fund currently receives approximately 25 percent of the \$1,266,310 in property tax generated in the Project Area. The County will continue to receive this amount following adoption of the Whiteside Redevelopment Plan. After such adoption, increases above this base amount (tax increment) will go to the Commission for implementation of the Whiteside Redevelopment Plan. The County General Fund and other affected taxing entities will be entitled to a gradually increasing share of this tax increment over the life of the Whiteside Redevelopment Plan as provided for by Code Section 33607.5.

Although establishing the Project Area will result in the County receiving a smaller share of increases in property taxes in Whiteside, significant increases in the assessed valuation in Whiteside are not expected without such a designation. As noted in the Report, property values in the Project Area are stagnant and can be expected to remain so until blighting conditions there are addressed.

The ultimate fiscal impact of the adoption of the Whiteside Redevelopment Plan on the General Fund will depend on the success of the redevelopment effort, which will be greatly influenced by market conditions and available resources. Utilizing the possible development scenario presented in the attached Report, the County General Fund

could potentially receive an additional \$5,919,000 in property taxes over the 45-year life of the project.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS:

The Project Area, as identified in maps accompanying the attached Report, comprises approximately 171 acres in unincorporated Los Angeles County and is characterized by a mix of industrial and residential land uses.

On March 1, 2005, the Board of Supervisors adopted a resolution designating the Whiteside area as a Redevelopment Survey Area and stated that further study was required to determine if a redevelopment project was feasible for the area.

On March 2, 2005, the Regional Planning Commission adopted a Preliminary Redevelopment Plan for the Whiteside area. On March 29, 2005, the Board of Commissioners accepted the Preliminary Redevelopment Plan for the Whiteside area and authorized preparation of the Preliminary Report, which states the reasons for selecting the Project Area and documents the blighting conditions that qualify the Project Area for selection as a redevelopment project.

On November 15, 2005, the Board of Commissioners adopted resolutions approving the Preliminary Report and accepting a proposed Whiteside Redevelopment Plan for the Whiteside area, which identifies redevelopment goals and objectives, a description of land uses in the Project Area, and a discussion of redevelopment methods that are to be used to achieve the objectives of the Whiteside Redevelopment Plan.

On November 30, 2005, the Regional Planning Commission adopted a resolution finding that the Whiteside Redevelopment Plan is consistent with the East Los Angeles Community Plan and the Countywide General Plan, and recommended approval of the Whiteside Redevelopment Plan by the Board.

On March 14, 2006, the Board of Commissioners approved Rules Governing Participation by Property Owners and the Extension of Reasonable Preferences to Business Occupants in the Project Area.

It is now requested that the Board of Supervisors and Board of Commissioners conduct a joint public hearing pursuant to Code Section 33355 et seq. In accordance with Code Section 33349, notice of the public hearing will be published in a newspaper of general circulation for four successive weeks prior to the hearing date and a first class letter will be mailed to every address and every known property owner in the proposed Project Area 30 days prior to the hearing. In addition, notices will be sent by certified mail to every affected taxing entity that levies property taxes within the proposed Whiteside Redevelopment Project Area. Pursuant to Section 33362, at any time no later than the

hour set for the public hearing, any person may file in writing with the Executive Office of the Board of Supervisors a statement of objections to the proposed plan.

At the joint public hearing the Board will consider and certify the FEIR. Certification of the FEIR and related documents will satisfy CEQA requirements and allow the Whiteside Redevelopment Plan approval to proceed.

Following approval of the FEIR at the public hearing, the Board will consider an ordinance to adopt the Whiteside Redevelopment Plan. The Whiteside Redevelopment Plan provides the Commission with powers, duties, and obligations to implement programs for the redevelopment, rehabilitation, and revitalization of the Project Area.

The attached Report has been prepared in accordance with Code Section 33352. Among other elements, the Report explains the reasons that project area was selected and documents the extensive blighting conditions in the Whiteside area. These documented blighting conditions include dilapidated buildings, incompatible land uses, stagnant property values, residential overcrowding, high crime rates, and other factors that are known to exist in the Whiteside community.

The Report contemplates various projects that could be pursued within the Project Area and discusses how those projects would help to improve and alleviate blighting conditions. Methods of financing such projects are also discussed.

The Whiteside Redevelopment Plan contains limited eminent domain authority, and the Commission will be prohibited from using eminent domain to acquire property on which any person resides. Because of this prohibition, it is not necessary to form a project area committee pursuant to Section 33385.

The Report discusses relocation for anyone who could potentially be displaced by redevelopment activities. The Report addresses legal requirements related to provision of low- and moderate- income housing, and reiterates the Commission's commitment to preserve and expand affordable housing opportunities.

The Whiteside Redevelopment Plan also contains a provision that will merge the Whiteside Project Area with the City of Los Angeles Adelante Eastside Redevelopment Project Area after adoption of the necessary ordinance and related actions are completed by the City of Los Angeles. The Adelante Eastside Project Area is located adjacent to the Whiteside Project Area. The merger of these two project areas will enable the Community Development Commission and the City of Los Angeles Community Redevelopment Agency to work cooperatively in the development of a biomedical focus area in the Whiteside Project Area and in a portion of the Adelante Eastside Redevelopment Project Area.

The FEIR, Mitigation Monitoring and Reporting Program, Findings of Fact and Statement of Overriding Considerations, Report, Redevelopment Plan, and ordinance are included as attachments A-F respectively.

ENVIRONMENTAL DOCUMENTATION:

Consistent with the provisions of the CEQA Guidelines, Article 5, Section 15065 and Article 12, Section 15180 and in accordance with Code Section 33352, the County prepared and circulated a Draft Environmental Impact Report (DEIR) for the Whiteside Redevelopment Plan. A Notice of Preparation for the DEIR was circulated between October 3, 2005 and November 1, 2005. The 45-day comment period for the DEIR began on March 15, 2006 and ended on April 29, 2006.

Upon completion of the traffic study it was determined that this project will have unavoidable environmental impacts related to traffic. Your Board must adopt a Statement of Overriding Considerations pursuant to Article 7, Section 15093 of the CEQA Guidelines indicating the project benefits outweigh the potential adverse environmental impacts.


Approval of the FEIR, including the Findings of Fact and Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Program, and filing a Notice of Determination with the County Clerk, will satisfy CEQA requirements. A fee must be paid to the State Department of Fish and Game when certain notices required by CEQA are filed with the County Clerk. The County is exempt from paying this fee when your Board finds that the project will have no significant impact on wildlife resources. The project is located in an urban setting, and the Environmental Assessment concludes there will be no adverse effect on wildlife resources.

The environmental review record for this project is available for viewing by the public during regular business hours at the Commission's main office located at 2 Coral Circle, Monterey Park.

IMPACT ON CURRENT PROGRAM:

Approval of the FEIR at the public hearing will satisfy CEQA requirements and allow the Whiteside Redevelopment Plan approval to proceed. Approval of the ordinance at the public hearing will approve the Whiteside Redevelopment Plan.

Respectfully submitted,


for CARLOS JACKSON
Executive Director

Attachments: 6

ATTACHMENT A

**FINAL ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL
ASSESSMENT**

County of Los Angeles Community Development Commission

Whiteside Redevelopment Plan

Final **Environmental Impact Report**

May 2006

WHITESIDE REDEVELOPMENT PLAN

Final Environmental Impact Report

Prepared by:

**County of Los Angeles
Community Development Commission**
2 Coral Circle
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Prepared with the assistance of:

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May 2006

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and chlorine-free virgin pulp.*

Whiteside Redevelopment Plan EIR

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EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed redevelopment plan and plan alternatives, environmental impacts associated with the proposed plan, and recommended mitigation measures.

PROJECT SYNOPSIS

Project Proponent/Lead Agency

Los Angeles County
Community Development Commission
2 Coral Circle
Monterey Park, CA 91755

Project Description

The proposed project involves a redevelopment plan for the Whiteside area, a blighted 133-acre area within the unincorporated community of East Los Angeles. The plan area is located in unincorporated Los Angeles County territory, within the community of East Los Angeles. The plan area is generally bounded by Worth Street to the north; North Indiana Street to the west; Eastern Avenue to the east; and the 10 Freeway, North Herbert Avenue, and Fowler Street to the south. The Whiteside area is located west of the California State University, Los Angeles campus.

The overall purpose of the redevelopment plan is to eliminate blighting influences within the plan area through public investment in the area that it is hoped will foster private investment. The specific objectives of the redevelopment plan and possible agency actions that will be undertaken under the guise of the redevelopment plan are:

1. *The elimination of areas experiencing economic dislocation and disuse;*
2. *The re-planning redesign, and/or redevelopment of areas that are stagnant or improperly utilized, and that would not be accomplished by private enterprise acting alone without public participation and assistance;*
3. *The protection and promotion of sound development and redevelopment of blighted areas and the general welfare of citizens of the County by remedying such injurious conditions through the employment of appropriate means;*
4. *The installation of new or replacement of existing public improvements, facilities, and utilities in areas that are currently inadequately served with regard to such improvements, facilities, and utilities; and*
5. *The development and rehabilitation of improved housing opportunities outside of the proposed project area, including housing opportunities for low and moderate income persons and families.*

In order to foster the redevelopment of the plan area, the LACDC may undertake a variety of specific actions. These include:

- *The execution of agreements with existing owners and tenants located in the plan area, subject to the limitations and requirements provided by law and established*



- rules governing owner and tenant participation;*
- *The acquisition of property (by eminent domain, if necessary) as necessary to carry out the redevelopment plan throughout the plan area;*
 - *The management of property under the ownership and control of the LACDC until resold;*
 - *The relocation and rehousing of displaced occupants of acquired property;*
 - *The demolition or removal of buildings and improvements;*
 - *The installation, construction, expansion, addition, maintenance, or reconstruction of streets, utilities, and other public facilities and improvements;*
 - *The rehabilitation and preservation of buildings and structures;*
 - *The disposition and redevelopment of land by private and public agencies for the construction of new improvements in accordance with the redevelopment plan;*
 - *The provision for low- and moderate-income housing; and*
 - *The establishment and retention of controls, restrictions, and covenants running with the land so that property will continue to be used in accordance with the redevelopment plan.*

The Whiteside Redevelopment Plan may also merge with the Adelante Eastside Redevelopment Plan, a subarea of which is directly adjacent to the north boundary of the Whiteside Plan area.

The redevelopment plan does not involve any specific development proposal, but is intended to foster redevelopment of the plan area. The estimate of new plan area development is shown in the table below. As indicated, it is anticipated that up to about 436,962 square feet of new non-residential development could be added within the plan area, including an estimated 304,939 square feet of industrial development, 82,023 square feet of biotechnology development, and 50,000 square feet of commercial development. It is anticipated that about 80 multiple family housing units could be added in conjunction with the projected 50,000 square feet of commercial development.

Estimated New Development within the Whiteside Area

Use	Estimated Growth over 30-Year Plan
Commercial	50,000 square feet
Biotechnology	82,023 square feet
Industrial	304,939 square feet
Total Non-Residential	436,962 square feet
Residential	80 units ^a

^a Assumes that commercial development includes a second story with residential uses and an average of 629 square feet per residential unit, per Los Angeles County Department of Regional Planning, June 2005.

ALTERNATIVES

This EIR considers three alternatives to the proposed redevelopment plan. The alternatives include:

- **No Project** – *Under this alternative, no redevelopment plan would be adopted and the plan area would be expected to remain in its current condition. Blighting influences present throughout the plan area would remain and no public or private investment in the area would take place.*
- **No Residential Component** – *This alternative would eliminate the residential component from the growth projection for the redevelopment plan. Otherwise, the growth projections for this alternative would be identical to those of the proposed plan: 50,000 square feet of retail space, 82,023 square feet of biotechnology space, and 304,939 square feet of industrial space.*
- **No Biotechnology Component** – *The assumptions for this alternative are identical to the proposed plan except that it assumes that no biotechnology component would be developed within the plan area. This alternative was selected because of uncertainties about the feasibility of fostering biotechnology development in the area. Growth assumptions for this alternative are as follows: 50,000 square feet of retail space, 304,939 square feet of industrial space, and 80 residential units.*

The No Project alternative could be considered environmentally superior overall since it would have no impact. However, that alternative would not fulfill the objective of redeveloping the plan area to eliminate blighting influences. Moreover, the No Project alternative would not improve aesthetic conditions in the area or foster the remediation of existing contaminated sites.

Either of the other two alternatives could be considered superior to the proposed plan in some respects. However, in reality, these alternatives merely represent different growth assumptions rather than different plans. Overall, the No Residential Component alternative is considered environmentally superior since it would avoid potential hazard and noise conflicts associated with the introduction of residences to a largely industrial area.

AREAS OF CONTROVERSY

No areas of controversy are known to existing for the proposed redevelopment plan.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 lists the environmental impacts of the proposed redevelopment plan, proposed mitigation measures, and the level of significance of impacts after implementation of proposed mitigation measures. Impacts are categorized by classes. Class I impacts are defined as significant, unavoidable adverse impacts, which require a statement of overriding considerations pursuant to Section 15093 of the *CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *CEQA Guidelines*. Class III impacts are adverse, but less than adopted significance thresholds. Class IV effects are those where there is no impact or the effect would be beneficial.

Table ES-1 Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
AIR QUALITY		
<p>Impact AQ-1 Construction of individual development projects within the Whiteside Redevelopment Plan area would generate temporary emissions of air pollutants. Maximum daily emissions of NOx and ROC would potentially exceed SCAQMD thresholds; therefore, construction-related emissions are considered Class II, significant but mitigable.</p>	<p>AQ-1(a) Dust (PM10) Control. Dust generated by development activities shall be kept to a minimum with a goal of retaining dust onsite through the following:</p> <ul style="list-style-type: none"> • During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease. • During clearing, grading, earth moving, excavation, or transportation of cut or fill materials streets and sidewalks within 150 feet of the site perimeter shall be swept and cleaned a minimum of twice weekly. • During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour. • Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. <p>AQ-1(b) NOx Control from Construction Equipment. Construction equipment shall meet the following conditions in order to minimize NOx emissions:</p> <ul style="list-style-type: none"> • The number of pieces of equipment operating simultaneously must be minimized through efficient management practices; • Construction equipment must be maintained per manufacturer's specifications; • Equipment shall be equipped with 2- to 4 degree engine timing retard or pre-combustion chamber engines; • Catalytic converters shall be installed, if feasible; • Diesel powered equipment such as booster pumps or generators should be replaced by electric equipment, if feasible; and • NOx emissions during construction shall be reduced by limiting the operation of heavy-duty construction equipment to no 	<p>Less than significant.</p>



Table ES-1 Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	<p>more than 5 pieces of equipment at any one time.</p> <ul style="list-style-type: none"> • Diesel trucks shall be prohibited from idling for more than five minutes. • Preferential consideration shall be given to construction contractors who use clean fuel construction equipment, emulsified diesel fuels, and/or construction equipment that uses low sulfur diesel and is equipped with oxidation catalysts, particulate traps, or other retrofit technologies. <p>AQ-1(c) VOC Control. All architectural coatings used by individual plan area developers shall have low volatile organic compound (VOC) content as required by SCAQMD Rule 1113. In addition, the following shall be implemented by individual developers:</p> <ul style="list-style-type: none"> • Buildings shall be constructed using materials that do not require painting; or • Daily coating use shall be restricted to 65 gallons per day (assuming a VOC content of 1.1 pounds per gallon). 	
<p>Impact AQ-2 Growth accommodated under the Whiteside Redevelopment Plan would incrementally increase air pollutant emissions within the South Coast Air Basin. However, these emissions would not exceed the SCAQMD significance thresholds. Therefore, impacts would be considered Class III, less than significant.</p>	<p>None required.</p>	<p>Not applicable.</p>
<p>HAZARDS</p>		
<p>Impact HAZ-1 The potential presence of soil and/or groundwater contamination within the redevelopment plan area has the potential to adversely affect future construction workers, local residents, and employees. This is considered a Class II, potentially significant but mitigable, impact.</p>	<p>HAZ-1 Individual Environmental Site Assessment. Prior to the issuance of grading and/or building permits for new developments with the redevelopment plan area, individual project applicants within the plan area shall be required to undertake the following:</p> <ul style="list-style-type: none"> • Prepare a Phase I Environmental Site Assessment (ESA) to examine the potential for onsite contamination issues. For redevelopment of existing structures, the Phase I ESA shall include examination of the possible presence of asbestos containing materials and lead based paint. • In the event that recognized environmental conditions are identified, Phase II environmental testing shall be performed and recommended mitigation requirements implemented. • If contamination levels are found to exceed regulatory action levels, then remediation would be necessary. Possible 	<p>Less than significant.</p>



Table ES-1 Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	<p>approaches to remediation may include removal and/or treatment of soil or groundwater and/or removal of asbestos or lead based paint in accordance with existing regulatory requirements. Remediation activities shall be performed under the supervision of a lead oversight agency to be determined based on the nature of the issue identified. Depending upon the nature and magnitude of any identified contamination, regulatory agencies could include the County Health Department, the Regional Water Quality Control Board, or the Department of Toxic Substances Control Board.</p>	
<p>Impact HAZ-2 The potential presence of asbestos and lead-based paint in existing structures within the redevelopment plan area has the potential to adversely affect future construction workers, as well as local residents and employees. Existing regulations would address concerns about asbestos, but lead-based paint removal could pose hazards to construction workers and the public. This is considered a Class II, potentially significant but mitigable impact.</p>	<p>HAZ-2 Lead Based Paint Removal. Prior to the issuance of a demolition permit for any structure within the plan area built prior to 1978, the following procedures shall be implemented by the individual project applicant:</p> <ul style="list-style-type: none"> • The structure shall be tested for lead-based paint by a certified lead abatement contractor. • If lead or its compounds in excess of 0.7 mg/cm² is determined to be present, then the paint shall be removed by a licensed contractor prior to demolition. Lead-containing materials shall be disposed of in accordance with local, state, and federal regulations. 	<p>Less than significant.</p>
<p>Impact HAZ-3 New development within the redevelopment plan area could include industrial and biotechnology facilities that use hazardous materials. However, existing regulations and hazardous materials management programs are in place to minimize the potential for effects associated with releases of hazardous materials from new facilities. This is considered a Class III, less than significant impact.</p>	<p>None required.</p>	<p>Not applicable.</p>
<p>Impact HAZ-4 The proposed redevelopment plan would potentially accommodate residential development in the vicinity of the industrial development and rail lines. The use of hazardous materials in industrial facilities and transport of hazardous materials adjacent to residences has the potential to result in adverse impacts to human health and safety. However, no violations of existing regulations have been reported for area facilities and hazardous materials management programs are in place to minimize the potential for releases of</p>	<p>None required, but the following measure is recommended:</p> <p>HAZ-4 Residential Development Health Risk Analysis. A health risk analysis shall be conducted prior to approval of any residential development proposed within an industrial or commercial zone in the plan area. If the analysis determines a health risk exceeding an established SCAQMD or other regulatory agency standard, then the residential project shall be approved only if the health risk can be reduced to below applicable standards.</p>	<p>Less than significant.</p>



Table ES-1 Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
hazardous materials. This is considered a Class III, less than significant impact.		
CULTURAL RESOURCES		
Impact CR-1 Future developments accommodated by the Whiteside Redevelopment Plan could potentially involve the demolition, destruction, relocation, or alteration of potentially significant historic resources. Impacts to historic resources are therefore considered Class II, significant but mitigable.	<p>CR-1 Individual Property Analysis and Mitigation. Properties listed in Table 4.3-1 that will be subject to demolition, destruction, relocation, or alteration in connection with redevelopment activity shall be evaluated for their eligibility for listing on the NRHP and CRHR either as individually eligible properties or as contributors to a historic district prior to the issuance of permits for such activities.</p> <p>Impacts to individual properties determined to be eligible as a result of site-specific research and evaluation shall be mitigated to the greatest extent feasible. Mitigation measures considered shall include but not be limited to preservation of the resource, documentation of the historic property, interpretation of the significance of the historic property either on-site or on an appropriate off-site location, and the incorporation of design measures that serve to reduce or eliminate the impacts on the historic resource.</p> <p>Design measures shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties with the Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.</p>	Less than significant.
Impact CR-2 No known archaeological sites are present within the redevelopment plan area. However, development that could occur within the plan area has the potential to disturb previously unrecorded pre-historic or historic archaeological resources. The potential impacts to archaeological resources are considered Class II, significant but mitigable.	<p>CR-2(a) Archaeological Monitoring. For properties that are determined to be historically sensitive, an archaeological monitor shall be present during the initial grading phases of the project. The archaeologist shall have the authority to temporarily halt or redirect project construction in the event that potentially significant archaeological resources are exposed. Based on the monitoring observations, the archaeologist shall have the authority to refine the monitoring requirements, as appropriate, in consultation with the lead agency. If potentially significant prehistoric or historic resources are exposed, the archaeologist shall be responsible for evaluating the nature and significant of the find. If no archaeologists are observed following initial grading then no further monitoring shall be required. A monitoring report shall be provided to the lead agency and the South Central Coast Information Center.</p> <p>CR-2(b) Temporary Suspension of Activity. In the event that archaeological resources are</p>	Less than significant.



Table ES-1 Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	<p>exposed during project construction, all earth disturbing work within 100 meters of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in that area may resume.</p> <p>CR-2(c) Coroner Notification. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Los Angeles County Coroner has made the necessary findings as to the origin and disposition pursuant to Public Resources Code Section 5097.98.</p>	
NOISE		
<p>Impact N-1 Construction of individual redevelopment plan area projects would intermittently generate noise levels within and adjacent to the plan area in excess of County standards. This is considered a Class II, significant but mitigable impact.</p>	<p>N-1(a) Construction Hours. Construction activities throughout the plan area shall be limited to weekdays, between the hours of 7:00 a.m. to 8:00 p.m.</p> <p>N-1(b) Diesel Equipment Specifications. All diesel equipment shall be operated with closed engine covers/doors and shall be equipped with factory recommended mufflers.</p> <p>N-1(c) Electrical Power. Whenever feasible, construction contractors shall use electrical power to run air compressors and similar power tools.</p> <p>N-1(d) Acoustical Shelters. For construction activity within 300 feet of a sensitive receptor, temporary acoustical shelters shall surround air compressors and generators used for construction.</p> <p>N-1(e) Noise Barriers/Phasing. The lead agency shall review all proposed development projects within the Project Area individually to determine the necessity and feasibility of additional construction noise mitigation. Additional mitigation may include, but is not limited to, the use of temporary noise barriers to shield nearby sensitive receptors, use of sound blankets on noise-generating equipment, and additional restrictions on the phasing or timing of noise generating activities such as grading.</p>	<p>Less than significant.</p>
<p>Impact N-2 Traffic generated by potential new development within the redevelopment plan area would incrementally increase noise levels along area roadways. However, because the change in noise would not exceed established thresholds, this</p>	<p>None required.</p>	<p>Not applicable.</p>



Table ES-1 Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
impact is considered Class III, less than significant.		
Impact N-3 Residential development that may be constructed within the plan in the future is a noise-sensitive use that would be exposed to noise from several sources, including roads, industrial/commercial activity, and rail activity. Noise impacts associated with the introduction of residences to a largely industrial/commercial area are considered Class II, significant but mitigable.	<p>N-3 Residential Interior Noise Reduction. If residences are planned within the plan area at some point in the future, an acoustical analysis shall be conducted by a qualified acoustical expert prior to issuance of building permits. If noise at the site is found to exceed 65 dBA CNEL, adequate noise attenuation features shall be incorporated in order to achieve an interior level of 45 dBA CNEL or less. Specific design features may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Air conditioning or a mechanical ventilation system in all units so that windows and doors may remain closed; • Solid core exterior doors with perimeter weather stripping and threshold seals; • Baffling of roof or attic vents facing the noise source; • Window assemblies with a laboratory-tested STC rating of 30 or greater (windows that provide superior noise reduction capability and that are laboratory-tested are sometimes called “soundproof” windows; in general, these windows have thicker glass and/or increased air space between panes). 	Less than significant.
Cumulative traffic growth in the area could significantly increase noise levels along Medford Street within the redevelopment plan area. Although the impact of the redevelopment plan itself would not be significant, this is considered a potentially significant impact to existing residences along these roadways.	N-4 Window and Door Retrofit. Noise levels at residences along Medford Street within the plan area shall be monitored at least bi-annually over the life of the redevelopment plan. If noise levels are found to exceed 70 dBA CNEL, the County shall offer to retrofit existing windows and exterior doors facing the noise source with window assemblies and solid core doors that will attain a 45 dBA CNEL interior noise level.	Less than significant
TRAFFIC AND CIRCULATION		
Impact T-1 Projected growth within the redevelopment plan area would increase traffic levels on the local circulation system, potentially resulting in significant impacts at 3 of the 9 study area intersections located in the County. Impacts can be reduced to below a level of significance through physical improvements at 2 of the 3 intersections that would experience significant impacts. However, the potential impact at the Paseo Rancho Castilla/ Eastern Avenue intersection cannot be mitigated. In addition, the mitigation for the Eastern Avenue and Ramona Boulevard and I-10/I-710 Ramps would require Caltrans approval	<p>T-1(a) Herbert Avenue and Whiteside Street. <u>This intersection does not have a significant impact. However, it meets the Manual on Uniform Traffic Control Devices signal warrants for installation of a traffic signal under existing plus ambient conditions. Plan area developments may be requested to pay a fair share toward installation of a traffic signal at the intersection.</u></p> <p>T-1(b) Bonnie Beach Place/Eastbound I-10 Off-ramp and City Terrace Drive. <u>This intersection does not have a significant impact. However, it meets the Manual on Uniform Traffic Control Devices signal warrants for installation of a traffic signal under existing conditions. Plan area</u></p>	Unavoidably significant at Eastern Avenue/ Paseo Rancho Castilla/ State University Drive.



Table ES-1 Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
<p>and, therefore, cannot be assured. The impacts at those two locations are considered Class I, unavoidably significant.</p>	<p><u>developments may be requested to pay a fair share toward installation of a traffic signal at the intersection.</u></p> <p>T-1(c) Eastern Avenue and Ramona Boulevard and I-10/I-710 Ramps. Restripe the eastbound approach to provide for one left-turn, one shared through/left, and one shared through/right-turn lane. Caltrans right-of-way would be required, as this mitigation measure would require widening of the eastbound I-10 off-ramp. Traffic signal phasing would also need to be changed to accommodate the eastbound left-turn movements.</p> <p>T-1(d) Eastern Avenue and City Terrace Drive. Restripe the eastbound approach to provide one shared through/left, one through, and one shared through/right-turn lane. This would require parking removal on the south side of the curb. Since the existing sidewalk is 15 feet wide, additional roadway width could be obtained by taking portion of the sidewalk.</p>	
<p>Impact T-2 Project-generated traffic would not cause traffic levels to degrade below CMP standards at CMP intersections. This is considered a Class III, less than significant impact.</p>	<p>None required.</p>	<p>Not applicable.</p>
<p>Impact T-3 Cumulative + project traffic would potentially result in significant impacts at 7 of 11 study area intersections. Impacts at all but one intersection can be reduced to below a level of significance. However, the cumulative impact at the Paseo Rancho Castilla/Eastern Avenue/State University Drive intersection cannot be mitigated. In addition, mitigation for two other intersections would require City of Los Angeles approval, which cannot be assured. Cumulative impacts at these locations are considered Class I, unavoidably significant.</p>	<p>T-3(a) Herbert Avenue and City Terrace Drive. Restripe the eastbound approach and westbound departure to provide for two left-turn lanes and two through lanes.</p> <p>T-3(b) Eastern Avenue and Medford Street. Restripe the northbound approach and southbound departure to provide for two left-turn lanes and one through lane in the northbound approach. This would require the removal of the raised traffic island for the southbound right-turn lane. The traffic signal located on the raised traffic island would need to be relocated or replaced. Removal of parking on the east side of the curb would also be required.</p> <p>T-3(c) Worth Street/Boca Drive and Valley Boulevard. Restripe the northbound approach to provide for one left-turn lane and one shared through/right-turn lane. This is a City of Los Angeles intersection. The lanes would be restriped to the City's minimum lane width standards.</p> <p>T-3(d) Soto Street and Alcazar Street. Widen the roadway to provide for one left, two through, and one shared through/right-turn</p>	<p>Unavoidably significant at Eastern Avenue/ Paseo Rancho Castillo/ State University Drive. Also unavoidably significant at Caltrans and City of Los Angeles intersections since implementation cannot be assured.</p>



Table ES-1 Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	lane on the northbound approach. Widen the westbound approach to provide for one shared through/left and one shared through/right-turn lane. Soto Street is designated a major highway with 100-foot right-of-way; therefore, it is assumed that the conditional improvement from the USC HNRT project to convert the southbound right-turn lane to a shared through/right-turn lane would also require the widening of the roadway on the southbound departure side to provide for three through receiving lanes. Parking on the west side of the curb south of the intersection would need to be removed. To accommodate the roadway requirements for the northbound approach widening, additional right-of-way would be required.	

1.0 INTRODUCTION

This document is a Final Environmental Impact Report (EIR) that evaluates the environmental effects of a proposed redevelopment plan for a 170-acre area within unincorporated Los Angeles County. This area is commonly referred to as the “Whiteside” community. This Final EIR incorporates changes to the text of the Draft EIR resulting from public comments on the Draft EIR. Text that has been revised from the Draft EIR is underlined.

The proposed plan, known as the Whiteside Redevelopment Plan, is intended to foster the redevelopment of a predominantly industrial area that also includes, and is bordered by, commercial and residential districts. The area is characterized by physical and economic blighting conditions. The project is described in detail in Section 2.0, *Project Description*.

This section describes: (1) the purpose and legal authority of the EIR; (2) the scope and content of the EIR; (3) lead, responsible, and trustee agencies; and (4) the environmental review process required under the California Environmental Quality Act (CEQA).

1.1 PURPOSE AND LEGAL AUTHORITY

This EIR has been prepared in compliance with the California Environmental Quality Act (CEQA), the State CEQA *Guidelines* (California Code of Regulations, Title 14,), and the CEQA *Regulations* (California Code of Regulations Parts 1501-1508,). Consistent with CEQA, this EIR is a public information document that assesses the potential environmental impacts of the proposed project and identifies mitigation measures and alternatives that could reduce or avoid identified significant environmental impacts.

This EIR is a Program EIR. Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and contain a more comprehensive discussion of impacts, alternatives, and mitigation measures than a Project EIR. As provided in Section 15168 of the *State CEQA Guidelines*, a Program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a Program EIR provides the City (as Lead Agency) with the opportunity to consider broad policy alternatives and program-wide mitigation measures. It also provides the City with greater flexibility to address environmental issues and/or cumulative impacts on a comprehensive basis.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. Subsequent activities could be found to be within the Program EIR scope and additional environmental documents may not be required if the Program EIR addresses all of the impacts of the subsequent activity [Guidelines Section 15168(c)]. When a Program EIR is relied on for a subsequent activity, the Lead Agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities [Guidelines Section 15168(c)(3)]. If a subsequent activity would have effects not identified in the Program EIR, the Lead Agency must prepare a new Initial Study, leading to either a Negative Declaration (ND), a Mitigated Negative Declaration (MND), or an EIR.

1.2 EIR SCOPE AND CONTENT

In accordance with the *CEQA Guidelines*, a Notice of Preparation (NOP) was distributed to affected agencies and the public for the required 30-day period in September 2005. The NOP and responses to the NOP are presented in Appendix A. An Environmental Assessment (EA) prepared for the proposed redevelopment plan pursuant to the National Environmental Policy Act (NEPA) served as the CEQA Initial Study for the proposed plan. That document is included in Appendix B.

This EIR addresses the issues determined to be potentially significant based on the EA/ Initial Study and responses to the NOP. Issues that are addressed in this EIR include:

- *Air Quality*
- *Hazards and Hazardous Materials*
- *Historic*
- *Noise*
- *Traffic and Circulation*

The EIR addresses the five issues referenced above and identifies potentially significant environmental impacts, including both plan-specific and cumulative impacts, in accordance with the *CEQA Guidelines*. In addition, the EIR recommends feasible mitigation measures that would reduce or eliminate adverse environmental effects.

The analysis sections of the EIR include a description of the physical and regulatory setting within each issue area, followed by an analysis of the redevelopment plan's impacts. Each specific impact is called out separately and numbered, followed by an explanation of how the level of impact was determined. When appropriate, feasible mitigation measures follow the impact discussion. Measures are numbered to correspond to the impact that they mitigate. Finally, following the mitigation measures is a discussion of the residual impact that remains following implementation of recommended measures.

In preparing the EIR, pertinent County policies and guidelines, existing EIRs and background documents prepared by the County were used. A full reference list is contained in Section 7.0, *References and Preparers*.

The *Alternatives* section of the EIR (Section 6.0) was prepared in accordance with Section 15126.6 of the *CEQA Guidelines* and focuses on alternatives that are capable of eliminating or reducing significant adverse effects associated with the plan while feasibly attaining most of the plan's basic objectives. Alternatives evaluated include the CEQA-required "No Project" scenario and an alternative development scenario for the site. The EIR also identifies the "environmentally superior" alternative among the options studied.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. The *CEQA Guidelines* provide the standard of adequacy on which this document is based. The *CEQA Guidelines* state:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information, which enables them to make a decision, which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure. (Section 15151)

1.3 LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES

The *CEQA Guidelines* require identification of “lead,” “responsible,” and “trustee” agencies. The County of Los Angeles Community Development Commission (LACDC) is the “lead agency” for the project because it holds discretionary authority regarding approval of the proposed redevelopment plan.

A “responsible agency” is a public agency other than the “lead agency” that has discretionary approval authority over the project (the *CEQA Guidelines* define a public agency as a state or local agency, but specifically exclude federal agencies from the definition). As discussed in Section 2.0, *Project Description*, the proposed Whiteside Redevelopment Project may be merged with the City of Los Angeles’ Adelante Eastside Redevelopment Project. In the event that this merger is sought, the Community Redevelopment Agency of the City of Los Angeles would be a responsible agency. In addition, some of the traffic mitigation measures identified in Section 4.5, *Traffic and Circulation*, involve improvements to intersections under the jurisdiction of Caltrans and the City of Los Angeles. Therefore, those two agencies are responsible agencies with respect to those measures.

A “trustee agency” refers to a state agency having jurisdiction by law over natural resources affected by a plan. There are no trustee agencies for the proposed plan.

1.4 ENVIRONMENTAL REVIEW PROCESS

The environmental review process, as required under CEQA, is summarized below. The steps are presented in sequential order.

1. **Notice of Preparation (NOP).** After deciding that an EIR is required, the lead agency must file an NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice (*CEQA Guidelines* Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk’s office for 30 days.
2. **Draft EIR Prepared.** The Draft EIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.

3. **Notice of Completion.** A lead agency must file a Notice of Completion with the State Clearinghouse when it completes a Draft EIR and prepare a Public Notice of Availability of a Draft EIR. The lead agency must place the Notice in the County Clerk's office for 30 days (Public Resources Code Section 21092) and send a copy of the Notice to anyone requesting it (*CEQA Guidelines* Section 15087). Additionally, public notice of Draft EIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit comments from the public and respond in writing to all written comments received (Public Resources Code Sections 21104 and 21253). The minimum public review period for a Draft is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless a shorter period is approved by the Clearinghouse (Public Resources Code 21091).
4. **Final EIR.** A Final EIR must include: a) the Draft EIR b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to comments.
5. **Certification of Final EIR.** Prior to making a decision on a proposed project, the lead agency must certify that: a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead agency; and c) the decision-making body reviewed and considered the information in the Final EIR prior to approving a project (*CEQA Guidelines* Section 15090).
6. **Lead Agency Project Decision.** A lead agency may: a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (*CEQA Guidelines* Sections 15042 and 15043).
7. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (*CEQA Guidelines* Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
8. **Mitigation Monitoring Reporting Program.** When an agency makes



findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.

2.0 PROJECT DESCRIPTION

The proposed project involves a redevelopment plan for the Whiteside area, a blighted 170-acre area within the unincorporated community of East Los Angeles. This section describes the project proponent and location, current land use and regulatory pattern, characteristics of the redevelopment plan, project objectives, and required approvals.

2.1 PROJECT PROPONENT/LEAD AGENCY

Los Angeles County
Community Development Commission
2 Coral Circle
Monterey Park, CA 91755

2.2 PROJECT LOCATION

The 170-acre Whiteside Redevelopment Plan area is located in unincorporated Los Angeles County territory, within the community of East Los Angeles. The plan area is generally bounded by Worth Street to the north; North Indiana Street to the west; Eastern Avenue to the east; and the 10 Freeway, North Herbert Avenue, and Fowler Street to the south. The Whiteside area is located west of the California State University, Los Angeles campus.

The plan area is generally bounded by the City of Los Angeles communities of Brooklyn Heights on the west and Lincoln Heights on the north, including the Los Angeles Community Redevelopment Agency's East Adelante Redevelopment Project Area, unincorporated County territory to the south and the City of Monterey Park on the east.

Regional access to the plan area is provided via two main freeway routes: Interstates 10 and 710. Local access is provided via Valley Boulevard, Boca Avenue, and Worth Street from the north; Rancho Castillo from the east; Indiana Street from the west; and Herbert Avenue from the south. Figure 2-1 shows the location of the plan area within Los Angeles County, while Figure 2-2 shows the plan area within its local context.

2.3 CURRENT LAND USE AND REGULATORY PATTERN

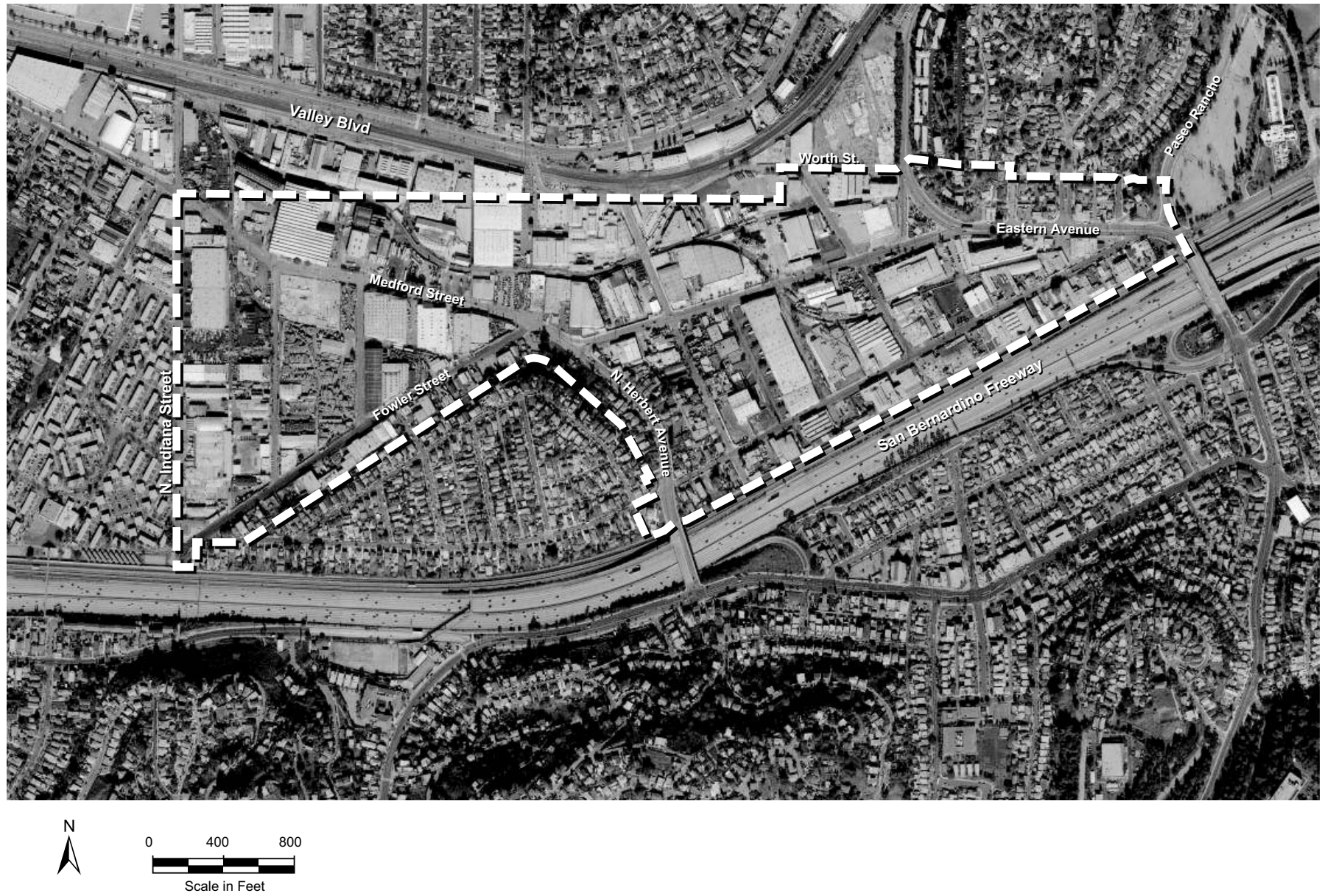
Table 2-1 summarizes the general characteristics of the redevelopment plan area. A detailed discussion of existing conditions follows.

2.3.1 Existing Land Use/Blighting Conditions

The Whiteside area is currently occupied primarily by aging industrial uses, though commercial and residential uses are located in portions of the plan area. The plan area currently contains mostly occupied industrial facilities (such as food canning warehouses, manufacturing and storage facilities); commercial buildings (such as car repair and auto supply facilities); residences; and vacant lots. However, a few of the warehouses and residences are vacant as well. Figure 2-3 shows the existing physical nature and existing condition of existing uses.



Figure 2-1



Aerial Photo of Existing Conditions

Figure 2-2
LACDC

**Table 2-1
Summary of Existing Physical and Regulatory Conditions**

Site Characteristic	Industrial, residential, commercial, institutional
Site Size	<u>170</u> acres
Assessor Parcel Numbers	5224-007-001 (northwest corner), 5224-016-006 (southwest corner), 5223-028-904 (northeast corner), and 5223-036-013 (southeast corner).
General Plan and East Los Angeles Community Plan Land Use Designations	Industrial, Low-medium Density Residential, Community Commercial, and Public land uses;
Zoning	M-1 (light manufacturing), M-2 (heavy manufacturing), R-2 (two family residence), R-3 (limited multiple residence), C-2 (neighborhood business), C-3 (unlimited commercial), IT (institutional) zoning
Existing On-Site Development	Industrial, commercial, and residential
Surrounding Land Uses	<p><i>North:</i> Beyond Worth Street there are functional railways, industrial, and single family residential uses</p> <p><i>South:</i> Immediately south of the plan area is the 10 Freeway. Across North Herbert Avenue and Fowler Street are residential and industrial uses as well as residential and commercial uses south of the freeway</p> <p><i>East:</i> East of Eastern Avenue, adjacent to residential uses within the plan site, is the California State University, Los Angeles campus</p> <p><i>West:</i> West of North Indiana Street there are multiple family residential (a large public housing project) and industrial uses</p>
Access	<p>From North: Marianna Avenue</p> <p>From West: Medford Street</p> <p>From East: Eastern Avenue</p> <p>From South: North Herbert Avenue</p>

The Whiteside plan area primarily consists of industrial uses. Commercial uses are scattered throughout the plan area, but are most concentrated near the eastern boundary, along Eastern Avenue. Smaller areas of commercial use occur near the western plan boundary, adjacent to Indiana and Fishburn Avenue, and along Medford Street, near the center of the plan area. Residential uses are primarily located in the south-central portion of the plan area along N. Herbert Avenue. Residential uses within the Whiteside area consist of both single-family units and multi-family units; however, single-family units comprise a larger portion of the area's residential use.

Existing land uses within the Whiteside area are described in detail in the Redevelopment and Economic Development Feasibility Analysis for the Whiteside Study Area, prepared by Keyser Marston Associates, Inc. That report, dated September 2004, is incorporated by reference and is available for review at the County of Los Angeles Community Development Commission, 2 Coral Circle, Monterey Park, California 91755. According to the Keyser Marston report land use within the Whiteside Plan area is comprised of nearly 103 acres (142 parcels) of industrial, 9.7 acres (24 parcels) of commercial retail, 1.0 acres (3 parcels) of commercial offices, and 5.0 acres (35





Photo 1 - Graffiti and trash along Medford Street, facing east.



Photo 2 - Poor visual quality facing west on Whiteside Street.



Photo 3 - Deteriorated buildings and substandard design near the intersection of Medford Street and Miller Avenue.



Photo 4 - Dilapidated buildings along Eastern Avenue.

Existing Conditions

Figure 2-3
LACDC

parcels) of vacant lands.¹ Within the Whiteside Plan area, it is estimated² that residential use comprises a total of 10 acres (48 parcels of single-family units and 30 parcels of multi-family units). Table 2-2 summarizes the existing land use within the Whiteside plan area.

**Table 2-2
Existing Land Use**

	Acres^a	% Total	Parcels^a	% Total
Industrial	103.3	<u>60.8</u>	142	50.0
Commercial Retail	9.7	<u>5.8</u>	24	8.5
Commercial Offices	1.0	<u>0.6</u>	3	1.1
Residential ^b	10.0	<u>5.8</u>	78	27.4
Single-Family			48	16.9
Multi-Family			30	10.5
Vacant lands	5.0	<u>2.9</u>	30	10.5
Public lands	4.1	<u>2.4</u>	7	2.5
Rights-of-Way	<u>36.9</u>	<u>21.7</u>		
Total	170.0	100	284	

^aSource - Keyser Marston Associates, Inc., *Redevelopment and Economic Development Feasibility Analysis for the Whiteside Study Area (September 2004)*.

^bBased on visual analysis of Keyser Marston Report Existing Land Use Map and Los Angeles County Assessor's parcel map.

The Whiteside area is characterized by a variety of physical blighting conditions, including, but not limited to:

- *Structural deterioration and dilapidation*
- *Defective design and physical construction*
- *Substandard design*
- *Buildings of inadequate size*
- *Parking deficiencies*
- *Poor site conditions and site deficiencies*
- *Incompatible land uses*
- *Lots of irregular shape and inadequate size*
- *Depreciated or stagnant assessed values*
- *Low industrial property sales*
- *Low industrial lease rates*

¹ The Keyser Marston Report analyzed an expanded version of the Whiteside Area Plan that included the Whiteside Plan area (as presented in this EIR) as well as the residential area located between the southern Whiteside Plan boundary (south of Fowler Street) and the San Bernardino Freeway. This area between the southern plan boundary and the San Bernardino Freeway consists solely of residential uses and five vacant lots. Therefore, existing land use estimates for industrial, commercial, and public/quasi public uses presented in the Keyser Marston Report accurately reflect those land use patterns within the Whiteside area. Residential land use estimates presented in the Keyser Marston Report, although not based solely on the Whiteside Plan area, are inclusive of the Whiteside area residential uses and would be anticipated to be reflective of the existing conditions therein.

² Based on visual analysis of Keyser Marston Report Existing Land Use Map and Los Angeles County Assessor's parcel map.



- *Residential overcrowding*
- *Lack of commercial facilities*
- *High crime rate*

These conditions are described in detail in the Keyser Marston Feasibility Analysis. According to the Keyser Marston report, 22% of the buildings within the plan area are deteriorated or dilapidated, including 34% of the industrial buildings and 18% of the residential buildings. The report also notes that single-family homes that were not within the residential area bounded by Ellison, Attridge and Whiteside (thus, homes located within the Whiteside Plan area) were affected by industrial uses (meaning they demonstrated a higher degree of deferred maintenance, deterioration, and lower property values).

2.3.2 General Plan Designations and Zoning

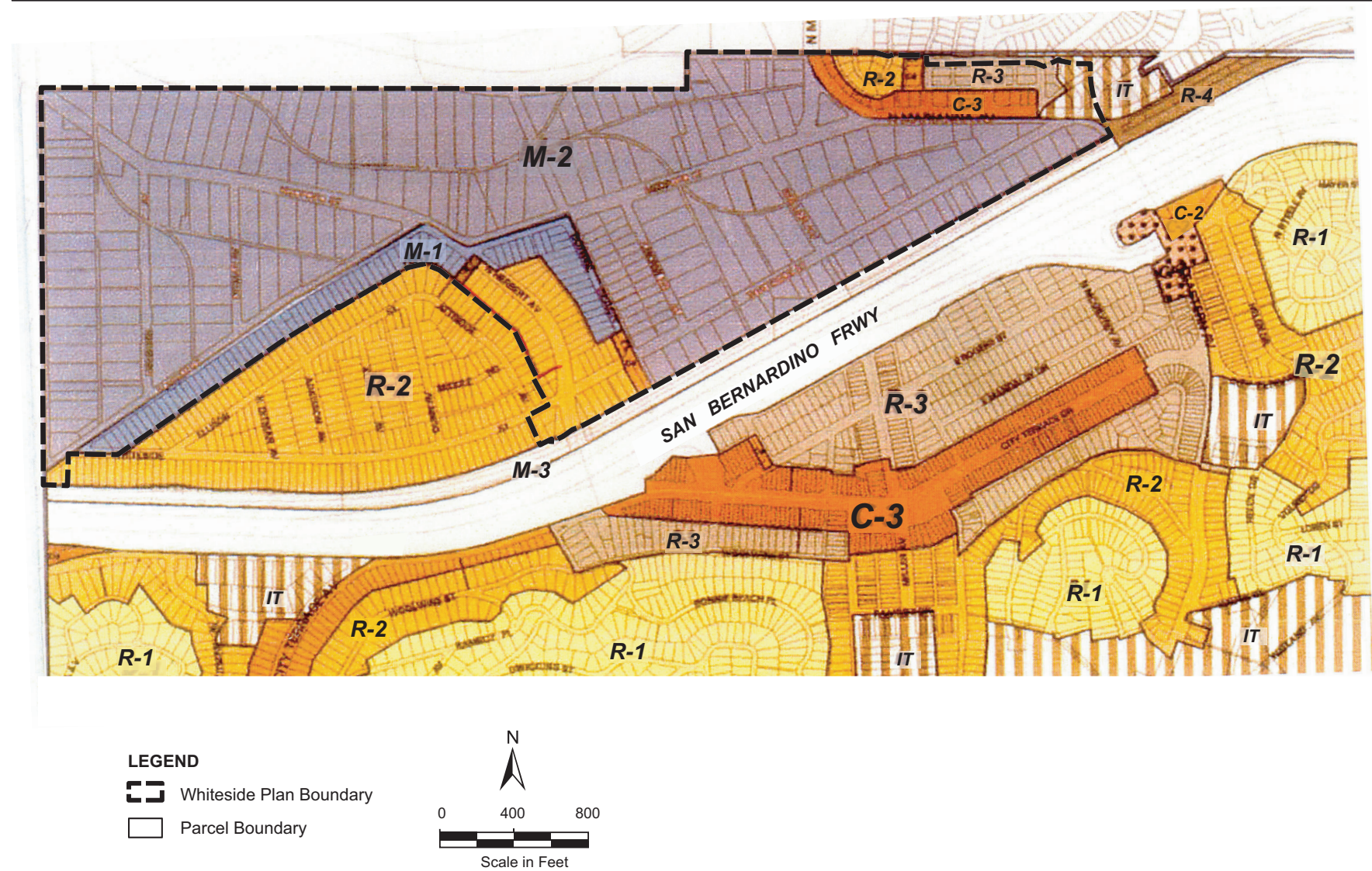
The Whiteside area is located within the East Los Angeles Community Plan area. This document provides a general framework for making decisions regarding the pattern, density, and character of development in East Los Angeles. The East Los Angeles Community Plan designates most of the plan area (about 85%) as “Industrial.” The remainder of the plan area has the following land use designations: “Low-Medium Density Residential Development (17 DU/acre),” “Community Commercial,” and “Public Use.” Figure 2-4 shows the current Community Plan land use designations for the area.

As a basis for redevelopment of the Whiteside Area, development and redevelopment shall be subject to the adopted General Plan and Zoning Code of the County of Los Angeles. These guiding documents provide a detailed framework of planning goals, policies, and programs for making decisions regarding the pattern, density, and character of development in the Whiteside area. Figure 2-5 illustrates the County of Los Angeles zoning for the Whiteside area.

The County of Los Angeles zoning for the majority of the plan area is Industrial (M-1 and M-2), which allows for a variety of light and heavy industrial and commercial uses. The M-2 (Heavy Manufacturing) zone occupies the largest portion of the plan area (roughly 75%) and allows most all uses except some heavy industries. This zone prohibits residential uses and schools.

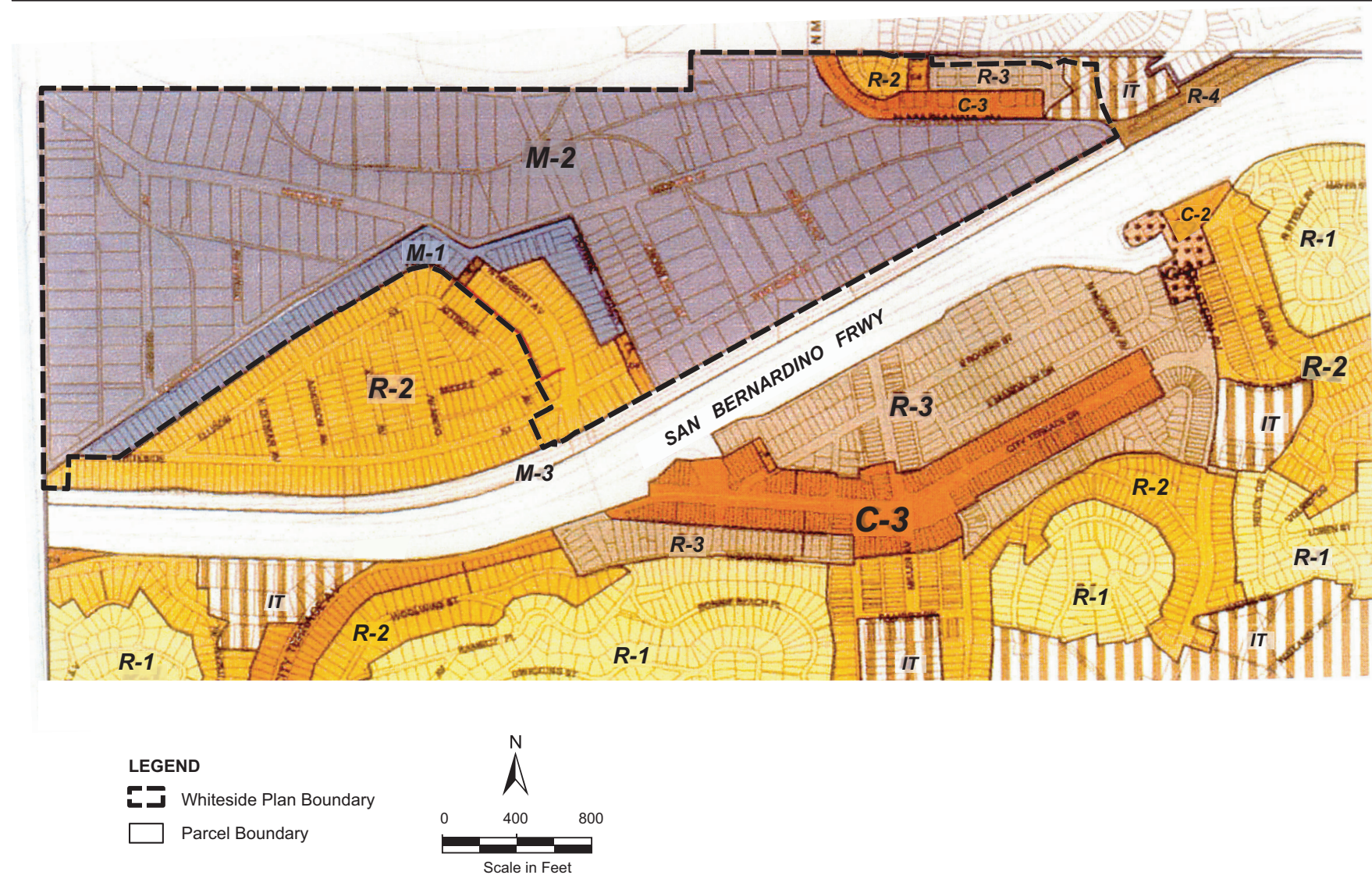
The M-1 zone encompasses a much smaller area. This zone includes those parcels located along the south side of Fowler Street, between Whiteside and Medford Streets. The M-1 zone continues east, along Medford to Bonnie Beach Place where it extends south nearly to Whiteside Street. Permitted uses in the M-1 (Light Manufacturing) zone include those allowed under zones A-1 and C-M (these are generally agriculture, commercial, and business uses), and excludes residential uses and schools.

The area zoned for commercial use (C-2 and C-3) is concentrated along the northern side of Eastern Avenue and comprises roughly 6%-7% of the total parcels within the plan area. The C-2 zone permits those uses allowed for under the C-1 zone, as well as rentals, outdoor advertising, and tailor shops. The C-3 zone permits uses allowed under the C-2 zone as well as secondhand stores.



County of Los Angeles Zoning Map

Figure 2-5
LACDC



County of Los Angeles Zoning Map

Figure 2-5
LACDC

A small portion of the plan area is zoned for residential use. Roughly 15% of the total parcels within the Whiteside Plan area are zoned R-2 (Two Family Residence). This zone allows for two family residences (or duplex) or single family residences. Less than 4% of the parcels within the plan area are zoned as R-3 (Limited Multiple Residence). This zone allows apartment houses, and uses permitted under zones R-1 and R-2. Both residential zones within the Whiteside area generally consist of small parcels. Additionally, a small area is zoned for Institutional use (IT) and is located within the northeastern most corner of the plan area. This area allows for institutional uses with a conditional use permit.

2.4 PROJECT CHARACTERISTICS

The proposed project is the adoption of a redevelopment plan for the Whiteside Redevelopment Area. The overall purpose of the redevelopment plan is to eliminate blighting influences within the plan area through public investment in the area that it is hoped will foster private investment. The specific objectives of the redevelopment plan and possible agency actions that will be undertaken under the guise of the redevelopment plan are described below. Following the discussion of possible agency actions is a discussion of the growth assumptions for the plan area upon which the environmental analysis contained in Section 4.0, *Environmental Impact Analysis*, is based.

2.4.1 Redevelopment Objectives

A copy of the Preliminary Redevelopment Plan for the Whiteside Area is included in Appendix G. The Whiteside Redevelopment Plan is intended to meet the purposes of California's Community Redevelopment Law (CRL) through:

1. *The elimination of areas experiencing economic dislocation and disuse;*
2. *The re-planning redesign, and/or redevelopment of areas that are stagnant or improperly utilized, and that would not be accomplished by private enterprise acting alone without public participation and assistance;*
3. *The protection and promotion of sound development and redevelopment of blighted areas and the general welfare of citizens of the County by remedying such injurious conditions through the employment of appropriate means;*
4. *The installation of new or replacement of existing public improvements, facilities, and utilities in areas that are currently inadequately served with regard to such improvements, facilities, and utilities; and*
5. *The development and rehabilitation of improved housing opportunities outside of the proposed project area, including housing opportunities for low and moderate income persons and families.*

2.4.2 Possible Agency Actions

In order to foster the redevelopment of the plan area, the LACDC may undertake a variety of specific actions. These include:

- *The execution of agreements with existing owners and tenants located in the plan area, subject to the limitations and requirements provided by law and established rules*

- governing owner and tenant participation;*
- The acquisition of property (by eminent domain, if necessary) as necessary to carry out the redevelopment plan throughout the plan area;*
- The management of property under the ownership and control of the LACDC until resold;*
- The relocation and rehousing of displaced occupants of acquired property;*
- The demolition or removal of buildings and improvements;*
- The installation, construction, expansion, addition, maintenance, or reconstruction of streets, utilities, and other public facilities and improvements;*
- The rehabilitation and preservation of buildings and structures;*
- The disposition and redevelopment of land by private and public agencies for the construction of new improvements in accordance with the redevelopment plan;*
- The provision for low- and moderate-income housing; and*
- The establishment and retention of controls, restrictions, and covenants running with the land so that property will continue to be used in accordance with the redevelopment plan.*

2.4.3 Growth Assumptions

The redevelopment plan does not propose any specific private development within the plan area, but is intended to foster private investment in the area. Such private investment may include new industrial, biotechnology, and/or commercial development.

It is anticipated that new development within the plan area would generally be consistent with the current East Los Angeles Community Plan land use designations and County zoning classifications shown on Figures 2-4 and 2-5. This would suggest an emphasis on new industrial development. It has also been determined that the area may support new biotechnology and commercial development, including a supermarket. Both of these uses could be accommodated under the current Community Plan designations and zoning. Finally, the County Planning Commission has expressed an interest in pursuing mixed residential/ commercial development in the plan area. Depending upon its location, such mixed use development may require a future Community Plan amendment and/or zone change (for example, residential uses are not currently allowed within “Industrial” designations). Nevertheless, the EIR analysis assumes that future commercial development within the plan area would also include a residential component.

The amount of new development that may occur within the Whiteside area over the 30-year lifespan of the redevelopment plan is not known. However, the amount of development has been estimated in order to provide a basis for the analysis of potential environmental impacts associated with redevelopment activity. The estimate of future buildout was based on an assessment of parcels considered to be candidates for redevelopment. Candidates were identified as parcels which are vacant or contain buildings which are in a deteriorated or dilapidated condition. Candidate parcels were then ranked according to size and adjacency with other candidate parcels. Areas consisting of high ranking parcels were identified as potential areas for new development. Figure 2-6 demonstrates areas identified as likely candidates for accommodating new development. Estimates of the potential buildout under the County of Los Angeles Zoning ordinance were performed for the candidate parcels and compared with existing

development within those parcels. The results of this analysis are the net potential increase in building area (or new development potential).

The estimate of new plan area development is shown in Table 2-3. As indicated, it is anticipated that up to about 436,962 square feet of new non-residential development could be added within the plan area, including an estimated 304,939 square feet of industrial development, 82,023 square feet of biotechnology development, and 50,000 square feet of commercial development. It is anticipated that about 80 multiple family housing units could be added in conjunction with the projected 50,000 square feet of commercial development.

Table 2-3
Estimated New Development within the Whiteside Area

Use	Estimated Growth over 30-Year Plan
Commercial	50,000 square feet
Biotechnology	82,023 square feet
Industrial	304,939 square feet
Total Non-Residential	436,962 square feet
Residential	80 units ^a

^a Assumes that commercial development includes a second story with residential uses and an average of 629 square feet per residential unit, per Los Angeles County Department of Regional Planning, June 2005.

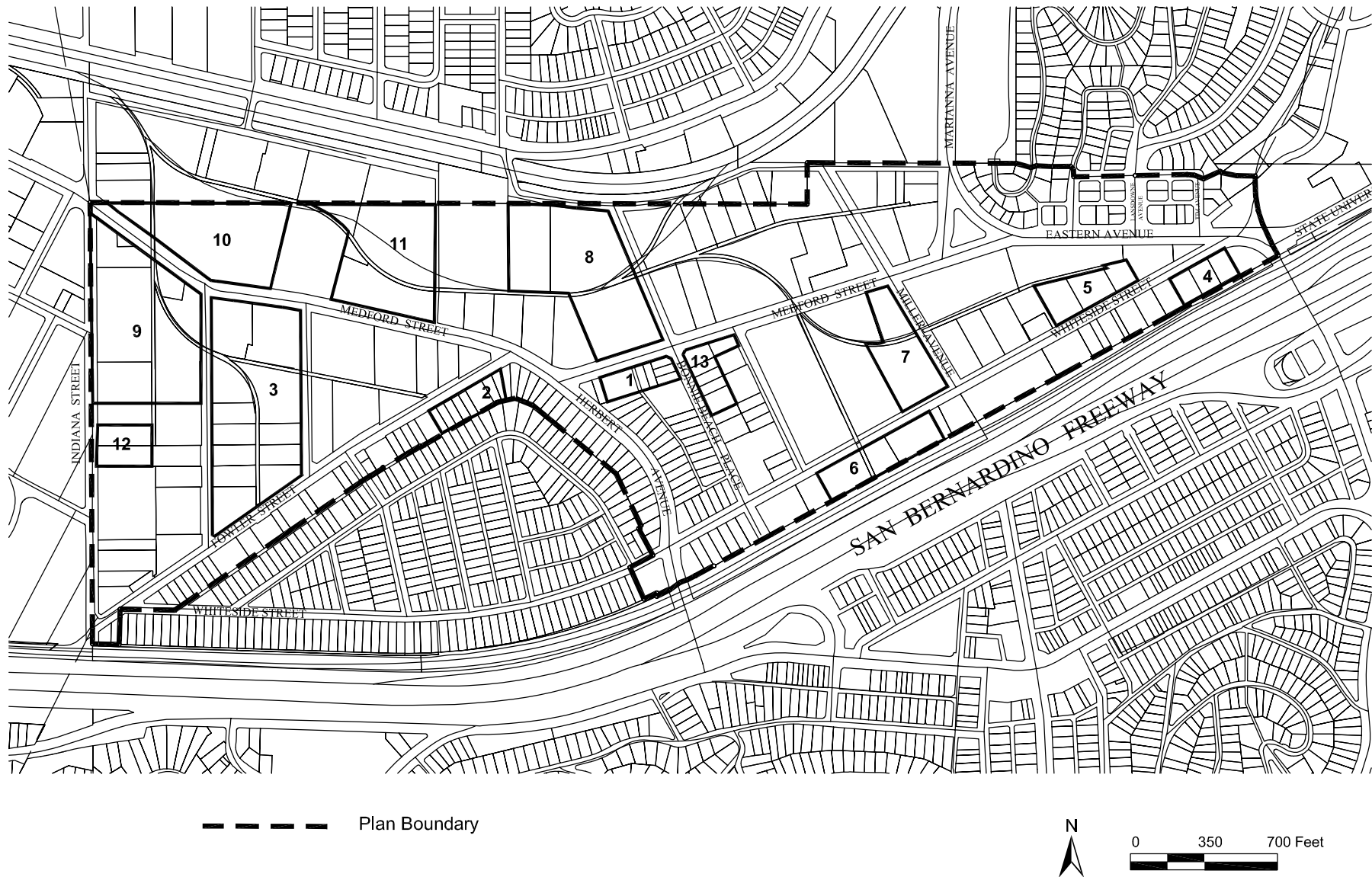
2.4.4 Adelante Eastside Redevelopment Project

The Whiteside Redevelopment Plan may also merge with the Adelante Eastside Redevelopment Plan, a subarea of which is directly adjacent to the north boundary of the Whiteside Plan area. The Adelante Eastside redevelopment plan, which was adopted by the City of Los Angeles Community Redevelopment Agency in 1998, encompasses several major commercial/industrial corridors within the Boyle Heights, and El Sereno communities. The merger of the two redevelopment plans would have no physical effect on either plan area; rather, the merger would simply involve the pooling of financial resources for the two plans. Figure 2-7 shows the location of the Adelante Eastside Redevelopment Plan area in relation to the Whiteside area.

2.5 REQUIRED APPROVALS

The proposed Whiteside Redevelopment Plan would require approval by the County Board of Supervisors. The potential merger of the Whiteside Redevelopment Plan with the City of Los Angeles' Adelante Eastside Redevelopment Plan would require the approval of the Board of Supervisors as well as the Community Redevelopment Agency of the City of Los Angeles. No other approvals would be required at this time. Specific public improvements and/or individual development projects that may be undertaken within the plan area in the future would require additional approvals by the County and may be subject to further environmental review under CEQA.

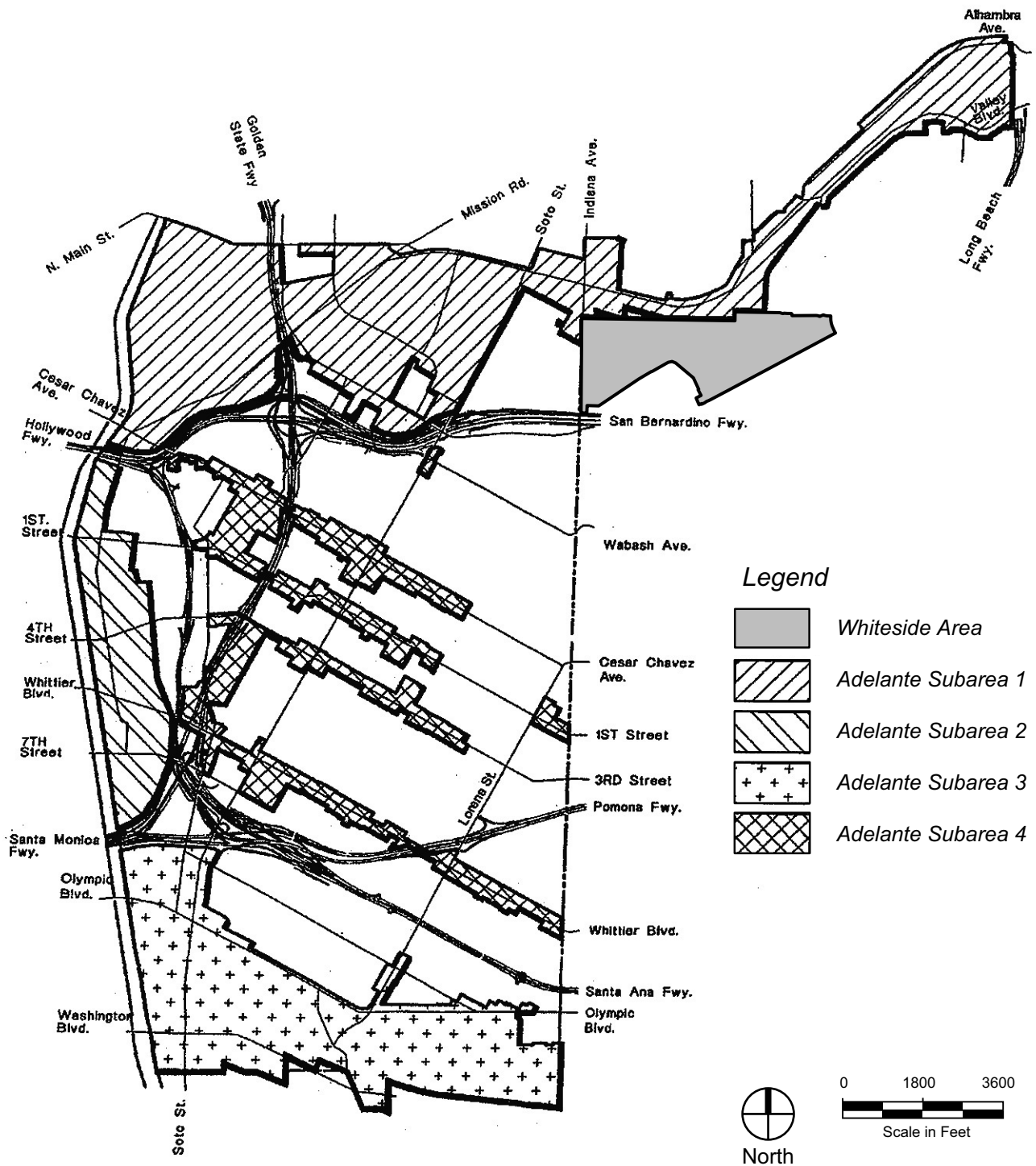




Potential Areas for New Development

Figure 2-6
LACDC

Source: PSOMAS, April 18, 2005



Source: Community Redevelopment Agency, City of Los Angeles, October 2005

Adelante Eastside and Whiteside Plan Areas

Figure 2-7

LACDC

The LACDC is also seeking federal Community Development Block Grant (CDBG) funding for the redevelopment plan adoption from the Department of Housing and Urban Development (HUD). CDBG funding would need to be approved by HUD. A National Environmental Policy Act (NEPA) environmental assessment (EA) that has been prepared for the project would need to be approved by HUD prior to the release of CDBG funds.

Some of the mitigation measures recommended in Section 4.5, *Traffic and Circulation*, involve improvements to intersections under the jurisdiction of Caltrans and the City of Los Angeles. Implementation of these measures would require approval from these agencies.

3.0 ENVIRONMENTAL SETTING

This section generally describes the current environmental conditions in the plan area as well as planned and pending developments in the general vicinity. Additional details about the plan site setting for specific issue areas can be found in the analysis discussions in Section 4.0.

3.1 REGIONAL SETTING

The Whiteside Redevelopment Plan Area is located in Los Angeles County, within the unincorporated community of East Los Angeles. The Whiteside area is located adjacent to, and directly north of, Interstate 10 and approximately one-half mile west of the 710 Freeway. California State University campus is located along the eastern boundary of the plan area. Principal streets that traverse the plan area include Herbert Avenue, Medford Street, Fowler Street, and Whiteside Street.

The Whiteside Redevelopment Plan Area is located within the East Los Angeles Community Plan area (ELACP). The ELACP area is generally bounded by the City of Los Angeles' communities of Boyle Heights on the west and Lincoln Heights on the north, including the Los Angeles Community Redevelopment Agency's East Adelante Redevelopment Project Area, unincorporated County territory to the south and the City of Monterey Park on the east.

The ELACP area is located approximately east of downtown Los Angeles and is heavily urbanized. The majority of the ELACP area is residential in character despite being divided by four major freeways. However, the Whiteside Plan area is predominantly industrial in character.

The ELACP area is located in the Los Angeles Basin at the southern edge of the Transverse Range geomorphic provinces of Southern California. The Los Angeles Basin is also bounded to the north by the east-west trending Santa Monica Mountains. Near the Whiteside Plan area, the Los Angeles Basin is bounded on the northeast by the Elysian Park Hills and Repetto Hills.

3.2 PLAN AREA SETTING

The plan area primarily consists of a mix of older industrial and residential structures located within two distinct areas. The residential area is primarily located in the central and southern portion of the study area surrounding Herbert Avenue, and along Whiteside Street. There is also a small portion of residential uses located in the northeast portion of the Study area along Marianna and Eastern Avenue. As shown on Figure 2-5, the industrial land comprises the largest portion of the plan area, extending south from the northern plan boundary, Worth Street and Valley Boulevard, to the southern boundary, adjacent to Fowler Street, Herbert Avenue, and Whiteside Street. Interspersed among the industrial uses are commercial retail and office uses, public uses, vacant land and public rights-of-way.

Most of the industrial uses within the plan area consist of manufacturing and heavy industrial uses, with pockets of light industrial use. Keyser Marston Associates conducted a survey of the plan area to classify existing buildings with respect to their condition. According to the Keyser

Marston survey the industrial buildings within the plan area are primarily classified as Class C buildings, with some Class B buildings. Class C buildings consist of older buildings that do not contain many of the contemporary amenities associated with newer industrial buildings. For instance, Class C buildings do not have HVAC systems, fire sprinkler systems, adequate ceiling heights or dock high truck loading bays. Even Class B industrial buildings that are newer than Class C buildings still do not have all of the contemporary amenities that new Class A buildings might have, such as ceiling clearance heights of 24-30 feet or have 1.5 truck docking bays per 10,000 square feet of building space. Over half of the industrial buildings within the Study area are older than 50 years, with 50 years considered the limit on life expectancy for heavy industrial and manufacturing buildings.

According to the Keyser Marston study, approximately 34% of the industrial buildings in the plan area are either deteriorated or dilapidated, which is primarily a combination of age, a lack of maintenance and substandard improvements. In addition, 37% of the industrial buildings contain characteristics of defective design or physical construction such as faulty additions of the use of poor building materials.

Commercial retail and office uses represent a small portion of the plan area, less than 3% of the total plan area. Public land uses represent an even smaller portion of the total plan area. Public uses consist of three State owned parcels southwest of Cal-State LA, a Southern California Edison substation, a California Water Service building, and two churches.

Residential uses within the plan area consist of a mix of single family units and multi-family units. Many of these homes are older and are in need of substantial investment and repair. Approximately 77% of the homes in the surrounding residential area, including those homes located between Fowler Street and Interstate 10, are older than 50 years with 51% at least 75 years old (Keyser Marston, 2004).

3.3 CUMULATIVE PROJECTS SETTING

CEQA defines "cumulative impacts" as two or more individual events that, when considered together, are considerable or will compound other environmental impacts. Cumulative impacts are changes in the environment that result from the combined impact of development of the proposed plan and other planned and pending projects. For example, traffic impacts of two nearby projects may be insignificant when analyzed separately, but could have a significant impact when analyzed together. This method of cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions and can more accurately gauge the effects of a series of plans or projects.

The *CEQA Guidelines* suggest two methods for analyzing cumulative effects: 1) a list of past, present, and possible future projects producing related or cumulative impacts; or 2) a summary of projections contained in an adopted general plan or related planning document. The cumulative analysis in this EIR is based upon the list of planned and pending projects in the area, as listed in Table 3-1. The locations of planned and pending projects are shown on Figure 10 of the traffic study in Appendix F.

**Table 3-1
Cumulative Projects List**

Project Name	Project Description	Size
LA County/USC Medical Center Replacement Project	Medical Center (600 beds)	1,471 ksf
White Memorial	Medical Office & Hospital	114 ksf
Restaurant/Banquets/Arcade	Restaurant/Banquest/Arcade	22 ksf
Mixed Use	Residential Day Care	146 du
Fast Food w/Drive Thru	Fast Food w/Drive Thru	3 ksf
R&D & Medical	Research & Development Medical Office	405 ksf
AMCAL housing	Enrollment Child Care 100 Condominiums 154 Affordable Housing 154 Senior Housing	408 du
USC HNRT (Harlyne Norris Research Tower)	Medical Research Building	180 ksf
Hollenbeck Police Station	Replacement Station	52 ksf
Warehouse	Warehouse	160 ksf
Valley Bl-Alhambra Av (I-710) connection	Connector Road b/w Valley Bl & Alhambra Av	N/A
Valley Bl Grade Separation	Grade separation at Valley Bl	N/A
Adelante Eastside Development	Industrial, Commercial, Housing	<u>Maximum probable buildout scenario – see Table 5 of the traffic study in Appendix F for trip generation estimate)</u>
Residential	Low-income Housing	169 du
County of Los Angeles Fire Department Headquarters		N/A
Eugene C. Biscailuz Regional Training Center (Sheriff Substation)		N/A
Los Angeles Regional Forensic Science Laboratory		N/A
Total		2,407 ksf / 723 du

ksf = thousand square feet.

4.0 ENVIRONMENTAL IMPACT ANALYSIS

This section discusses the possible environmental effects of the proposed plan for the specific issue areas that were identified as having the potential to experience significant impacts.

“Significant effect” is defined by the *State CEQA Guidelines* §15382 as “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the plan, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant.”

The assessment of each issue area begins with the setting and impact analysis. Within the impact analysis, the first subsection identifies the methodologies used and the “significance thresholds,” which are those criteria adopted by the lead agency, other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the proposed plan, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text, with the discussion of the effect and its significance following. Each bolded effect listing also contains a statement of the significance determination for the environmental effect as follows:

Class I, Significant and Unavoidable: An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the State CEQA Guidelines.

Class II, Significant but Mitigable: An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings to be made under §15091 of the State CEQA Guidelines.

Class III, Not Significant: An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.

Class IV, Beneficial: An effect that would reduce existing environmental problems or hazards.

Following each environmental effect discussion is a listing of recommended mitigation measures (if required) and the residual effects or level of significance remaining after implementation of the measures. In those cases where the mitigation measure for an impact could have a significant secondary environmental impact in another issue area, this impact is discussed as a residual effect. The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed plan in conjunction with other future development in the area.

4.1 AIR QUALITY

This section evaluates potential impacts to local and regional air quality. Both temporary construction impacts and long-term impacts associated with plan operation are discussed. Impacts relating to potential toxic air contaminants from existing and possible future industrial development are discussed in Section 4.2, *Hazards and Hazardous Materials*.

4.1.1 Setting

The Whiteside Redevelopment Plan area is located within the South Coast Air Basin and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The current South Coast Air Quality Management Plan (AQMP) was adopted in 2003. This document is incorporated by reference and available for review at the SCAQMD at 21865 East Copley Drive, Diamond Bar, California, 91765. Information regarding air quality is also available online at the SCAQMD's web site (www.aqmd.gov).

a. Climate and Meteorology. The plan area is located within the South Coast Air Basin, a coastal plain with connecting broad valleys and low hills. The basin is bounded to the west by the Pacific Ocean and to the north and east by the San Gabriel, San Bernardino, and San Jacinto mountains. The region lies in the semi-permanent high-pressure system of the eastern Pacific Ocean, which strongly influences its weather. As a result, wintertime temperatures are generally mild, while summers are warm and dry.

The region generally experiences very light average wind speeds. During the day, the ocean breezes dominate, while at night, breezes originate on land. These predominant wind patterns are occasionally broken during the winter by storms coming from the north and northwest and by episodic Santa Ana winds. Santa Ana winds are strong northerly to northeasterly winds that originate from high-pressure areas centered over the desert of the Great Basin. These winds are usually warm, very dry, and often full of dust.

Daytime summer temperatures average from the high 70s to mid 90s, while nighttime low temperatures during the summer are typically in the high 50s to low 60s. Winter high and low temperatures tend to be in the 60s and 40s, respectively. Annual rainfall generally is about 15 inches, most of which occurs between December and March.

Two types of temperature inversions (warmer air on top of colder air) are created in the South Coast Air Basin: trapping and radiational (surface). The trapping inversion is a regional effect that occurs when the daytime onshore flow of cool ocean air undercuts a massive dome of warm, sinking air within the Pacific high-pressure system. This type of inversion generally forms over the entire basin at about 1,000 feet above ground level and traps the entire basin's emissions in the shallow marine layer. This type of inversion is most common during the summer months. Radiation inversions are formed by the more rapid cooling of air near the ground at night, especially during winter. This type of inversion is typically lower and creates the potential for localized ground level pollution, particularly in areas with high motor vehicle concentrations. It is most prevalent during winter nights and early mornings.

b. Air Pollution Regulation. Both the federal and state governments have been empowered by the federal and state Clean Air Acts to regulate the emission of airborne pollutants and have established ambient air quality standards for the protection of public health. The United States Environmental Protection Agency (USEPA) is the federal agency designated to administer air quality regulation, while the Air Resources Board (ARB) is the state equivalent in the California Environmental Protection Agency. Local control in air quality management is provided by the ARB through county-level Air Pollution Control Districts (APCDs). The ARB establishes state air quality standards and is responsible for control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The ARB has established 14 air basins statewide. The plan area is located in the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

Federal and state standards have been established for ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulates less than 10 microns and 2.5 microns in diameter (PM₁₀ and PM_{2.5}), and lead (Pb). California has also set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. The local air quality management agency is required to monitor air pollutant levels to assure that air quality standards are met and, in the event they are not, to develop strategies to meet these standards. Depending on whether the standards are met or exceeded, the local air basin is classified as being in “attainment” or “nonattainment.” Table 4.1-1 lists the current Federal and State Standards for these pollutants.

The South Coast Air Basin includes the non-desert portions of Los Angeles San Bernardino, and Riverside counties as well as all of Orange County. The basin is a federally designated nonattainment area for ozone, PM₁₀, and carbon monoxide. Current state nonattainment designations within this basin exist for ozone, PM₁₀, and PM_{2.5}. Carbon monoxide levels in the basin are currently state-classified as “transitional nonattainment;” however, the CARB adopted an attainment designation for this pollutant based on the information provided during the January 2005 annual review. Although the designation change was adopted by the CARB, it will not become officially recognized until it is approved through the State’s administrative process (approval expected in 2005). The potential health effects of pollutants for which the South Coast Air Basin is in nonattainment are described below.

Ozone. Ozone is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO_x) and reactive organic gases (ROG)¹. Nitrogen oxides are formed during the combustion of fuels, while reactive organic gases are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it mostly occurs in concentrations considered serious between the months of May and October. Ozone is a pungent, colorless toxic gas that can cause detrimental health effects including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to ozone include children, the elderly, persons with respiratory disorders, and people who exercise strenuously outdoors.

¹ Reactive organic gases are also sometimes referred to as reactive organic compounds (ROC).

**Table 4.1-1
Federal and State Ambient Air Quality Standards**

Pollutant	Averaging Time	Federal Primary Standards	California Standard
Ozone	8-Hour	0.08 PPM	0.07 PPM
	1-Hour	---	0.09 PPM
Carbon Monoxide	8-Hour	9.0 PPM	9.0 PPM
	1-Hour	35.0 PPM	20.0 PPM
Nitrogen Dioxide	Annual	0.05 PPM	---
	1-Hour	---	0.25 PPM
Sulfur Dioxide	Annual	0.03 PPM	---
	24-Hour	0.14 PPM	0.04 PPM
	1-Hour	---	0.25 PPM
PM ₁₀	Annual	50 ug/m ³	20 ug/m ³
	24-Hour	150 ug/m ³	50 ug/m ³
PM _{2.5}	Annual	15 ug/m ³	12 µg/m ³
	24-Hour	65 ug/m ³	--
Lead	30-Day Average	---	1.5 ug/m ³
	3-Month Average	1.5 ug/m ³	---

ppm = parts per million

ug/m³ = micrograms per cubic meter.

Source: California Air Resources Board, www.arb.ca.gov/aqs/aaqs2.pdf, September 29, 2005.

Suspended Particulates. PM₁₀ is small particulate matter measuring no more than 10 microns in diameter, while PM_{2.5} is fine particulate matter measuring no more than 2.5 microns in diameter. Suspended particulates are mostly dust particles, nitrates and sulfates. Suspended particulates are a by-product of fuel combustion and wind erosion of soil and unpaved roads, and are directly emitted into the atmosphere through these processes. Suspended particulates are also created in the atmosphere through chemical reactions. The characteristics, sources, and potential health effects associated with the small particulates (those between 2.5 and 10 microns in diameter) and fine particulates (PM_{2.5}) can be very different. The small particulates generally come from windblown dust and dust kicked up from mobile sources. The fine particulates are generally associated with combustion processes as well as being formed in the atmosphere as a secondary pollutant through chemical reactions. Fine particulate matter is more likely to penetrate deeply into the lungs and poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the small and fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

The potential health effects of pollutants for which the South Coast Air Basin is in attainment are described below.

Carbon Monoxide. Carbon monoxide is a local pollutant that in high concentrations is found only very near the source. The major source of carbon monoxide, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations are therefore usually only found near areas of high traffic volumes. Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, carbon monoxide reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity and impaired mental abilities.

Sulfur Dioxide. Sulfur dioxide (SO₂) is a colorless gas with a sharp odor. It reacts in the air to form sulfuric acid (H₂SO₄), which is a component of PM₁₀ and PM_{2.5}. Most of the SO₂ emitted into the atmosphere is produced by the burning of sulfur-containing fuels.

c. Current Ambient Air Quality. The SCAQMD monitors air pollutant concentrations at 38 monitoring stations located throughout the region. The SCAQMD monitoring station most indicative of air quality in the plan area is the 1630 North Main Street station, which is located about four miles to the west in the City of Los Angeles. Table 4.1-2 summarizes air quality data for that station for the 2003-2005 period.

The national ozone standard was exceeded at the 1630 North Main Street station once during the three-year period (in 2003). The state ozone standard was exceeded on multiple days during all three years, though the number of days over the standard declined each year. The state PM₁₀ standard was exceeded on multiple days in 2003 and 2004, while the national PM_{2.5} standard was exceeded on at least two days during the three-year period. Nitrogen dioxide and carbon monoxide levels did not exceed national or state standards during the past three years.

d. South Coast Air Quality Management Plan. The Clean Air Act (CAA) mandates that states submit and implement a State Implementation Plan (SIP) for areas not meeting air quality standards. The SIP includes pollution control measures and a demonstration of how the standards will be met through those measures. The SIP is established by incorporating measures established during the preparation of AQMPs and adopted rules and regulations by each local APCD and AQMD, which are submitted for approval to the ARB and the USEPA. The goal of an AQMP is to reduce pollutant concentrations below the National Ambient Air Quality Standards (NAAQS) through of air pollutant emissions controls.

The 2003 SCAQMD AQMP was approved by the USEPA in August 2003. It includes a number of air pollution control measures to reduce emissions and bring the region into compliance with the federal ozone standard. This plan predicts attainment of the federal one-hour ozone standard by 2010. Attainment occurs when the federal ozone standard is not exceeded more than one day in any year for three consecutive years.

The 2003 AQMP also predicts attainment of federal PM₁₀ ambient air quality standard by 2006. Although the 2003 AQMP does not address the new federal 8-hour ozone and PM_{2.5} standards, it is designed to make continued progress toward meeting these standards.

The South Coast Air Basin technically met the CO standards in 2002 and the District will request reclassification as attainment in the next few years; therefore, the 2003 SCAQMD AQMP does not address CO attainment.

**Table 4.1-2
Ambient Air Quality Data for 1630 North Main Street Station**

Pollutant	2003	2004	2005
Ozone, ppm - Worst Hour	0.152	0.110	0.121
Number of days above state standard (>0.09 ppm)	11	7	2
Number of days above national standard (>0.12 ppm)	1	0	0
Ozone, ppm – Maximum 8-Hour (8-hr avg)	0.088	0.091	0.098
Number of days above national standard (>0.08 ppm)	2	1	1
Carbon Monoxide, ppm – Worst 8 Hours	4.47	3.18	2.64
Number of days above state/national standard (>9.0 ppm)	0	0	0
Nitrogen Dioxide, ppm - Worst Hour	0.163	0.157	0.110
Number of days above state standard (>0.25 ppm)	0	0	0
Sulfur Dioxide, ppm – Worst 24 Hours	0.008	0.006	0.015
Number of days above state/national standard	0	0	0
Particulate Matter <10 microns, $\mu\text{g}/\text{m}^3$ Worst 24 Hours	81.0	72.0	70.0
Number of samples above state standard (>50 $\mu\text{g}/\text{m}^3$)	6	5	*
Number of samples above national standard (>150 $\mu\text{g}/\text{m}^3$)	0	0	0
Particulate Matter <2.5 microns, $\mu\text{g}/\text{m}^3$ Worst 24 Hours	83.7	75.0	73.7
Number of samples above national standard (>65 $\mu\text{g}/\text{m}^3$)	4	2	2

Source: CARB, 2003, 2004, & 2005 Annual Air Quality Data Summaries, available at <http://www.arb.ca.gov>.
* Insufficient data to determine the value.

Los Angeles County must also comply with the California Clean Air Act (effective January 1, 1989), which requires attainment of the California Ambient Air Quality Standards by the earliest practicable date. The California Clean Air Act also requires non-attainment areas to update their AQMPs triennially to incorporate the most recent available technical information.

e. Sensitive Receptors in the Project Area. The majority of sensitive receptor locations are residences; as such facilities generally have the highest concentration of children and older people who are at the greatest health risk from air pollutants. The single and multiple family residential neighborhoods within the plan area and other residences scattered throughout the area are considered sensitive receptors.

4.3.2 Environmental Impact Analysis

a. Methodology and Significance Thresholds. Emission estimates for the proposed redevelopment plan were calculated using URBEMIS 2002 version 8.7, which was developed by the CARB to evaluate construction emissions, operational emissions and trip emissions associated with new development. Future development could occur in multiple areas within the Whiteside Redevelopment Plan boundaries; however, as this plan does not specify exactly where development will occur, the precise locations of new development are unknown. Development would be conducted by multiple applicants with construction of each individual project commencing upon approval of individual applications.

Because the proposed project does not involve any specific development proposal, but rather would guide future development within the proposed Whiteside Redevelopment Plan area, full buildout under the plan could involve many projects that have not been defined and for which no development proposals are yet available. Therefore, operational and construction emissions associated with the redevelopment plan were evaluated based on the growth assumptions and estimates of future land uses and buildout potential as described in Section 2.0, *Project Description*.

It is unlikely that development of the entire plan area would commence simultaneously. Additionally, since the thresholds for air quality emissions require specific input with regard to individual project size and use, it is impossible to determine the precise amount of emissions that would be generated by each of the scenarios possible under the Whiteside Redevelopment Plan. Therefore, temporary construction emissions were calculated using a conservative assumption that all of the growth within the Whiteside area would occur over a five-year period beginning in 2007. In reality, construction impacts would be expected to occur over a 20-30 year period and therefore would be lower on a “worst case” day than projected in this EIR.

Long-term air pollutant emissions were estimated using the URBEMIS model and trip generation data from the EIR traffic study. The estimate of emissions generated by operation of individual developments within the plan area was based on the net increase in building area projected for the entire plan area.

A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of air quality standards of listed SCAQMD nonattainment pollutants by releasing emissions that equal or exceed the established long term quantitative thresholds for pollutants, or causes an exceedance of a state or federal ambient air quality standards for any criteria pollutant. Table 4.1-3 lists the significance thresholds recommended by the SCAQMD that are relevant to the proposed redevelopment plan.

b. Project Impacts and Mitigation Measures.

Impact AQ-1 Construction of individual development projects within the Whiteside Redevelopment Plan area would generate temporary emissions of air pollutants. Maximum daily emissions of NO_x and ROC would potentially exceed SCAQMD thresholds; therefore, construction-related emissions are considered Class II, significant but mitigable.

Construction of individual projects within the redevelopment plan area would generate temporary emissions of ozone precursors and dust due to the operation of heavy construction equipment and earth disturbance during grading. All phases of construction (demolition, grading, building construction, and finishing) generate emissions. The greatest emissions of dust (including PM_{2.5} and PM₁₀) and ozone precursor NO_x typically occur during grading. Dust is generated by earth movement, while NO_x emissions are primarily the result of diesel combustion. The highest emissions of ROCs typically occur in the final stage of construction during the application of paints and varnishes.

As discussed under “Methodology and Significance Thresholds,” construction emissions were modeled assuming that full buildout of the redevelopment plan would occur within the first

Table 4.1-3
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	Construction	Operation
NO _x	100 lbs/day	55 lbs/day
ROG	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Ambient Air Quality for Criteria Pollutants ^a		
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) 9.0 ppm (state/federal)	

lbs/day = pounds per day

ppm = parts per million

Source: SCAQMD, June 24, 2005, <http://www.aqmd.gov/ceqa/hdbk.html>

five years of plan implementation. This is an unlikely scenario and provides a conservative estimate of the emissions produced during construction. The number and type of equipment to be used during construction were estimated based on amounts used for projects similar to that anticipated for the plan area.

Table 4.1-4 compares worst-case estimated daily emissions during construction to SCAQMD thresholds. As indicated, the maximum daily emissions are expected to remain below SCAQMD thresholds for CO, SO₂, and PM₁₀. However, estimated maximum daily emissions of NO_x and ROC exceed SCAQMD thresholds. Emissions of these pollutants during construction would be temporary and thresholds likely would not be exceeded for many individual construction projects within the plan area. Nevertheless, impacts are considered potentially significant. Therefore, implementation of standard emission controls is recommended. In addition, fugitive dust controls are recommended to control PM₁₀ emissions, which could potentially be higher than shown herein if individual construction projects require import or export of soil.

Mitigation Measures. The following measures are recommended for all construction activity within the redevelopment plan area to limit emissions of both ozone precursors (NO_x and ROG) and fugitive dust (PM₁₀).

**Table 4.1-4
Estimated Maximum Daily Air Pollutant
Emissions During Construction**

	ROG	NO _x	CO	SO ₂	PM ₁₀
Maximum Daily Emissions (lbs)	135.06	153.53	204.52	0.00	106.12
SCAQMD Thresholds (lbs/day)	75	100	550	150	150
Threshold Exceeded?	Yes	Yes	No	No	No

Source: URBEMIS2002, see Appendix C for calculations.

AQ-1(a) Dust (PM₁₀) Control. Dust generated by development activities shall be kept to a minimum with a goal of retaining dust onsite through the following:

- *During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease.*
- *During clearing, grading, earth moving, excavation, or transportation of cut or fill materials streets and sidewalks within 150 feet of the site perimeter shall be swept and cleaned a minimum of twice weekly.*
- *During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.*
- *Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.*

AQ-1(b) NO_x Control from Construction Equipment. Construction equipment shall meet the following conditions in order to minimize NO_x emissions:

- *The number of pieces of equipment operating simultaneously must be minimized through efficient management practices;*
- *Construction equipment must be maintained per manufacturer's specifications;*
- *Equipment shall be equipped with 2- to 4-degree engine timing retard or pre-combustion chamber engines;*
- *Catalytic converters shall be installed, if feasible;*
- *Diesel-powered equipment such as booster pumps or generators should be replaced by electric equipment, if feasible; and*
- *NO_x emissions during construction shall be reduced by limiting the operation of heavy-duty construction equipment to no more than 5 pieces of equipment at any one time.*

- *Diesel trucks shall be prohibited from idling for more than five minutes.*
- *Preferential consideration shall be given to construction contractors who use clean fuel construction equipment, emulsified diesel fuels, and/or construction equipment that uses low sulfur diesel and is equipped with oxidation catalysts, particulate traps, or other retrofit technologies.*

AQ-1(c) VOC Control. All architectural coatings used by individual plan area developers shall have low volatile organic compound (VOC) content as required by SCAQMD Rule 1113. In addition, the following shall be implemented by individual developers:

- *Buildings shall be constructed using materials that do not require painting; or*
- *Daily coating use shall be restricted to 65 gallons per day (assuming a VOC content of 1.1 pounds per gallon).*

Significance After Mitigation. The above mitigation measures would reduce emissions associated with individual plan area construction projects to the maximum degree feasible and would be expected to reduce emissions to below SCAQMD thresholds of significance. As noted above, the emission estimates shown herein represent a conservative estimate of emissions that assumes all plan area construction activity would occur within an approximately five-year timeframe. In reality, construction activity is expected to be spaced over a 20-30 year timeframe; therefore, impacts on the worst-case day would likely be lower than discussed above.

Impact AQ-2 **Growth accommodated under the Whiteside Redevelopment Plan would incrementally increase air pollutant emissions within the South Coast Air Basin. However, these emissions would not exceed the SCAQMD significance thresholds. Therefore, impacts would be considered Class III, less than significant.**

The projected growth that could be accommodated under the Whiteside Plan would generate a long-term increase in vehicle trips to and from the plan area as well as a long-term increase in the consumption of electricity and natural gas. As such, operations under the redevelopment plan would increase emissions of air pollutants that contribute to the degradation of regional air quality. Estimates of these emissions were calculated using the URBEMIS computer model (see Appendix C) and are based on trip generation rates provided in the traffic study. The trip generation rates were applied to the projected growth totals under the redevelopment plan, as outlined in Section 2.0, *Project Description*.

Long-term emissions associated with the growth anticipated under the proposed redevelopment plan are primarily the result of the use of motor vehicles. Specifically, emissions associated with supermarket and general light industrial uses under the redevelopment plan would comprise the largest portion of new emissions. Additionally, there would be a minor contribution from stationary emissions associated with general consumer product use within

the area and the consumption of electricity and natural gas. Table 4.1-5 summarizes the estimated daily operational, mobile and area, emissions associated with projected new development and compares emission estimates to SCAQMD thresholds.

**Table 4.1-5
Estimated Operational Emissions**

Emission Source	Emissions (lbs/day)				
	ROG	NO _x	CO	PM ₁₀	SO ₂
Mobile Sources (vehicle trips)	40.11	43.62	479.56	37.52	0.42
Area Sources (electricity, natural gas)	11.16	2.23	3.95	0.01	0.00
Total	51.27	45.85	483.51	37.53	0.42
<i>SCAQMD Significance Thresholds</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>
<i>Threshold Exceeded?</i>	No	No	No	No	No

Source: URBEMIS Computer Model, see Appendix C for calculations

As indicated in Table 4.1-5, long-term emissions associated with the amount of growth projected under the Whiteside Redevelopment Plan would not exceed SCAQMD thresholds. Thus, impacts are not considered significant. Emissions associated with individual development projects that may be accommodated under the redevelopment plan would be within the overall emission estimates shown above. Since overall emissions are within SCAQMD thresholds, it is not anticipated that plan implementation would contribute to any violations of state or federal air quality standards.

Mitigation Measures. Mitigation is not necessary.

Significance After Mitigation. This impact would be less than significant without mitigation.

c. Cumulative Impacts. Any growth within the Los Angeles metropolitan area contributes to existing exceedances of ambient air quality standards when taken as a whole with existing development in the region. In combination with the proposed project, buildout of the cumulative projects listed in Table 3-1 in Section 3.0, *Environmental Setting*, would involve construction of 723 residences and about 2.4 million square feet of non-residential development. Emissions associated with this development, in combination with other development throughout the South Coast Air Basin, would incrementally contribute to the degradation of regional air quality. Although such development is generally envisioned and accounted for in the SCAQMD's Air Quality Management Plan, increased emissions associated with cumulative development would potentially hinder the attainment of State and Federal air quality standards. Thus, cumulative impacts to regional air quality are considered unavoidably significant.

4.2 HAZARDS and HAZARDOUS MATERIALS

This section assesses potential impacts relating to exposure of people to hazardous materials. Both soil/groundwater contamination associated with historic industrial activity and potential risk of upset associated with ongoing industrial activity in the area are discussed. This analysis is based in part upon the Area Wide Environmental Assessment City Terrace Study Area: Final Report, that was prepared by Converse Consultants in 2000 under contract to the Los Angeles County Community Development Commission (LACDC). That report is incorporated by reference and is available for review at the Los Angeles Community Development Commission, 2 Coral Circle, Monterey Park, California.

4.2.1 Setting

a. Current Land Use. The Whiteside Redevelopment Plan Area is located immediately north of Interstate 10 and is bisected by North Herbert Avenue and Eastern Avenue. The plan area encompasses about 170 acres, the majority of which is currently developed with various industrial uses. Specific uses include, but are not limited to, auto repair, recycling and storage, macaroni manufacturing, and printing facilities. About 10 acres within the redevelopment plan area is vacant and currently undeveloped. The northeastern portion of the redevelopment plan area (located north of Eastern Avenue) and the southwestern portion of the redevelopment plan area (located south of Fowler and Medford Streets, on either side of North Herbert Avenue and North Bonnie Beach Place) include a mix of residential and industrial uses. Various small-scale commercial uses are also located throughout the redevelopment plan area.

b. Hazardous Material Listings. The Area Wide Environmental Assessment of the City Terrace Study Area included a database search to identify sites within a one-mile radius of the proposed redevelopment plan area that appear on various lists of hazardous material sites. The sites in some of these databases would have a moderate to high likeliness of contamination. The databases searched include the following.

RCRIS-(TSD, LQG, SQG): The Resource Conservation and Recovery Act database includes selected information on sites that generate, store, treat, or dispose of hazardous waste. TSD refers to transfer, storage or disposal facility. LQG refers to large quantity generator. SQG refers to small quantity generator. The source of this database is the U.S. EPA.

ERNS: The Emergency Response Notification System records and stores information on reported releases of oil and hazardous substances.

CHMIRS: The California Hazardous Material Incident Report System contains information on reported hazardous material incidents (accidental releases or spills). This database is through the Office of Emergency Services.

CORTESE: The Department of Toxic Substances Control's Hazardous Waste and Substances Sites (also known as the Cortese List) provides a listing of those sites that have been identified as LUST, landfills, or Cal-Sites.

DTSC (CALSITES): The Department of Toxic Substances Control (Calsites) provides a database of known and potential hazardous substance release properties.

LUST: Leaking Underground Storage Tank records contain an inventory of reported leaking underground storage tank incidents. This database is maintained by the State Water Resources Control Board.

UST: The Underground Storage Tank, or Hazardous Substance Storage Container Database, contains registered USTs. This database is maintained by the State Water Resources Control Board.

TRIS: The Toxic Chemical Release Inventory System Provides a listing of facilities which have released toxic chemicals into the air, water, and land.

TSCA: The Toxic Substances Control Act database which identifies manufacturers and importers of chemical substances included on the Toxic Substances Control Act Chemical Substance Inventory list.

CA SLIC: Active Toxic Site Investigations, this database provides a list of contaminated sites that have impacted groundwater or have the potential to impact groundwater.

HAZNET: The Hazardous Waste Information System extracts data from the copies of hazardous waste manifests received each year by the DTSC (information is provided by the Department of Toxic Substances Control).

SWF/IS: The Solid Waste Facility Information System provides lists active and inactive landfills and disposal facilities.

Table 4.2-1 lists the properties within a one-mile radius of the plan area that appear on each of the above lists in environmental databases as currently or previously having involved hazardous materials, use, storage, or a release, or for another reason. A total of 454 listings are present within a one-mile radius and 95 listings are within the redevelopment plan area. Figure 4.2-1 shows the listed environmental database sites within the plan area. A total of 57 known listed sites are within the boundary of the redevelopment plan area (some of these sites appear on more than one list).

It is important to note that not all lists denote conditions that are necessarily hazardous. For example, the TSCA (Toxic Substances Control Act) database only identifies manufacturers and importers of chemical substances, but does not necessarily denote a site that has been verified as contaminated. There are 57 sites within the plan area with moderate to high likelihood of contamination. These include the sites on the following lists: RCRIS LQG/SQG, ERNS, Cal-Sites, CHMIRS, CORTESE, LUST, UST, TRIS, TSCA, CA SLIC, HAZNET, SWF/IS.

**Table 4.2-1
Hazardous Materials Listings
for the Whiteside Redevelopment Plan Area and Vicinity**

Environmental Database	Total Listings	Listings within the Redevelopment Plan Area
RCRIS LQG/SQG	85	20
ERNS	23	2
Cal-Sites	4	1
CHMIRS	12	5
CORTESE	21	7
LUST	52	12
UST	66	12
TRIS	6	4
TSCA	5	1
CA SLIC	9	3
HAZNET	165	25
SWF/LF	6	3
Total	454	95

Source: Area Wide Environmental Assessment, City Terrace Study Area, Los Angeles County, California, Converse Consultants, August 2000.

A single site can also have multiple listings. There are multiple listings of moderate to high likeliness of contamination on some of the sites within the redevelopment plan area (57 sites with 95 total listings within the plan area boundaries). Listings of moderate to high likeliness of contamination are fairly common in the general City Terrace and East Los Angeles County areas, which are characterized by high levels of industrial activity.

Based on the listings in Table 4.2-1, possible environmental liabilities associated with the Whiteside area could include:

- Underground Storage Tanks. Tanks are used for storage of motor vehicle fuel, waste oil, fuel for emergency power generation, and chemical storage.
- Above Ground Storage Tanks. Tanks are used for storage of motor vehicle fuel, bulk fuel storage, waste oil, fuel for emergency power generation, and chemical storage.
- Clarifiers. Clarifiers are used to separate solids from liquids prior to discharge into the sewer or storm drain.
- Degreasers. Degreasers are used in machine shops or manufacturing businesses to degrease oily parts or equipment.

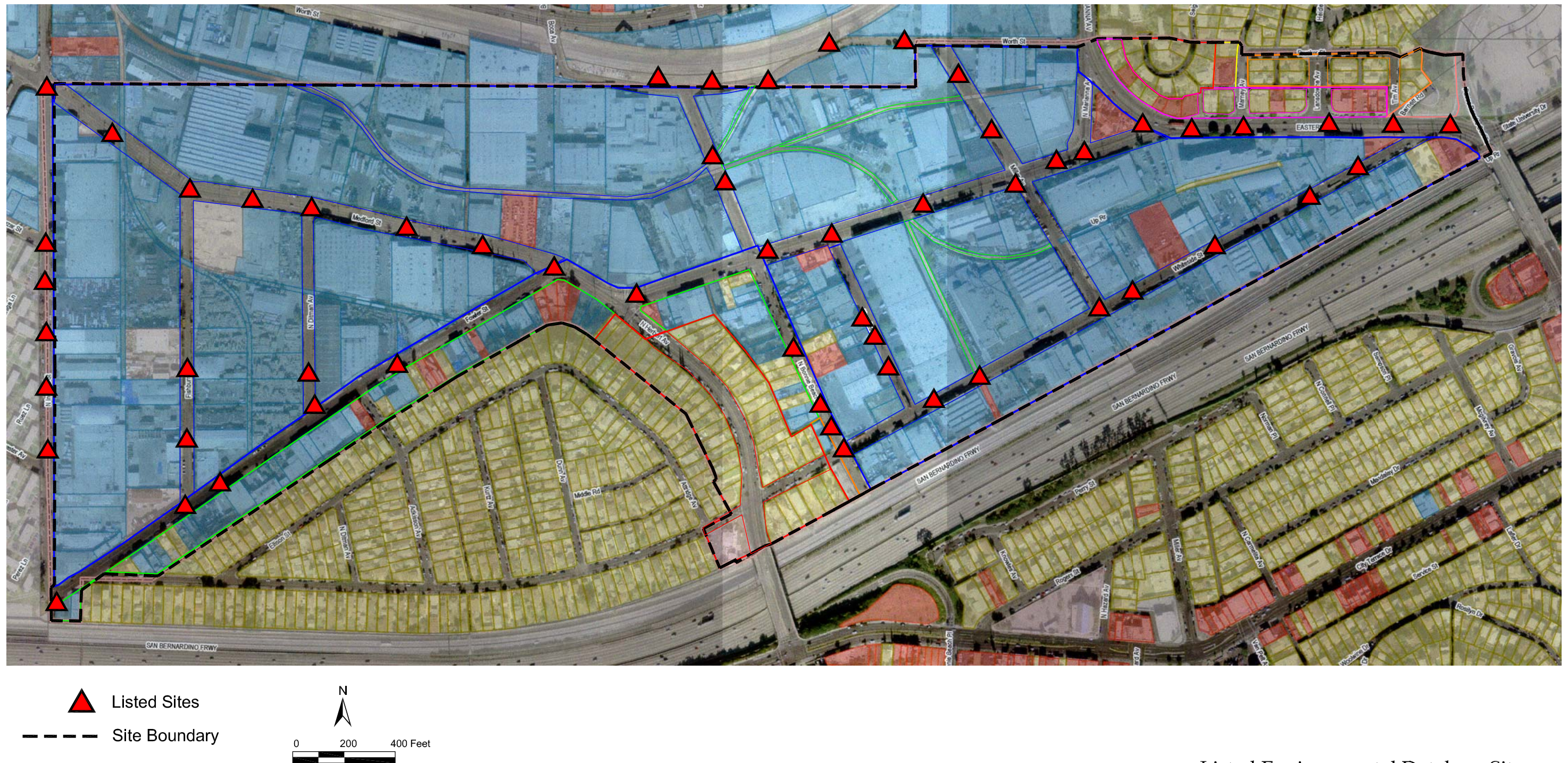
- Asbestos. *Asbestos was formerly used as a building material and as fireproofing in structures.*
- Lead Based Paint. *Lead was a component in paint. Due to the ages of buildings within the plan area, this type of paint was likely applied within the buildings.*
- Contaminated Backfill. *Construction projects often require the import of fill soils to bring the site to the proper topographic grade. Contaminants within the fill would pose an environmental liability to the plan area.*
- Surface Releases and Dumping. *Historical use and disposal practices of hazardous materials have included dumping of chemicals and wastes on the ground surface.*
- Chlorinated Solvent Use. *Solvent use is associated with degreasing, dry cleaning, and chemical mixing or manufacturing.*
- PCBs. *Hydraulic equipment such as automobile hoists and elevators, and dielectric transformer fluids have historically contained PCBs.*
- Toxic Emissions. *Stationary sources are required to report the types and quantities of certain substances posing chronic or acute health threats to the public that their facilities routinely release into the air. Emissions of interest are those that result from the routine operation of a facility or that are predictable, including but not limited to continuous and intermittent releases and process upsets or leaks.*

The level of contamination, if any, that may be encountered within the plan area cannot be predicted with certainty absent specific assessment and/or testing of individual properties. As a conservative but reasonably realistic approach, it is anticipated that there will be some contamination found during the construction of the individual projects within the plan area, particularly on properties with current or past industrial activity.

c. Asbestos and Lead. Asbestos is often found in older buildings, typically used as insulation in walls or ceilings. It was formerly popular as an insulating material because it had the desirable characteristic of being fire resistant. However, asbestos can pose a health risk when very small particles become airborne. These dust-like particles can be easily inhaled, where their microscopically sharp structures can puncture tiny air sacs in the lungs, resulting in long-term health problems.

Lead is a highly toxic metal often found in older buildings, typically used for many years in paint, gasoline, smelters, and in plumbing. Lead may cause a range of health effects, including behavioral problems, learning disabilities, seizures, and death. Lead can also be found in dust and soil near contaminated sources. Lead can be inhaled, drunk, or eaten, and can potentially create long-term health problems.

The plan area contains numerous older structures with the potential to contain asbestos and/or lead based paint. Pre-1979 construction often included these materials; therefore, the demolition of such structures as part of the revitalization of these areas may present human



Listed Environmental Database Sites within the Plan Area

Source: Los Angeles County Assessor, Thomas Brothers Maps, March 29 2004, Environmental Data Resources, Inc., May 2000

Figure 4.2-1

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health hazards. Proper asbestos and lead abatement and disposal procedures are required to be undertaken whenever the demolition of older structures is considered.

d. Highway and Railway Hazards. Hazardous material spills can occur during transport of chemicals over roadways and railways. Two of the main arteries in the County utilized by transporters of hazardous materials and waste are Interstate 10 and the Union Pacific Railroad. The County of Los Angeles does not currently restrict travel ways for hazardous materials transportation. Trucks and rail cars commonly carry a variety of hazardous materials, including gasoline and various crude oil derivatives, and other chemicals. When properly contained, these materials present no hazard to the community. However, in the event of an accident or derailment, such materials may be released, either in liquid or gas form. In the case of some chemicals (such as chlorine), highly toxic fumes may be carried far from the accident site.

In addition to spills and accidents, general railroad traffic is often attributed with the contamination of soils in and surrounding railroad tracks. Former railroad spurs are sometimes contaminated with pollutants such as TPH, volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), polychlorinated biphenyls (PCBs), and metals.

e. Airborne Emissions from Ongoing Industrial Activity. The Whiteside area is characterized by high levels of industrial activity. Some of the businesses in the area use hazardous materials that result in regular and ongoing emissions of air contaminants. The South Coast Air Quality Management District (SCAQMD) tracks emissions of criteria and toxic air pollutants from businesses that generate high amounts of pollutants as part of its AB 2588 Air Toxics “Hot Spots” Program. Facilities that generate emissions over certain threshold levels are required to prepare health risk assessments to determine whether or not their emissions pose a significant health risk to the community.

The SCAQMD AB 2588 database (<http://www.aqmd.gov/aer/aersearch>) includes eight facilities within the 90063 zip code in which the Whiteside area is located that are emitters of criteria or toxic air pollutants. These facilities include the Sheriff’s Department at 1060 N. Eastern Avenue, a printing company, a metals operation, and furniture manufacturing and refinishing operations. None of the facilities in the vicinity of the Whiteside area have been identified as priority facilities requiring health risk assessment and/or risk reduction. Therefore, industrial facilities in the area are not anticipated to pose significant health risks.

f. Regulatory Setting. Numerous Federal, State and local regulations regarding use, storage, transportation, handling, processing and disposal of hazardous materials and waste have been adopted since the passage of the federal Resource Conservation and Recovery Act (RCRA) of 1976. The goal of RCRA is to assure adequate tracking of hazardous materials from generation to proper disposal. California Fire Code (CFC) Articles 79, 80 et al., which augment RCRA, are the primary regulatory guidelines used by the City and the County of Los Angeles to govern the storage and use of hazardous materials. The CFC also serves as the principal enforcement document from which corresponding violations are written. Senate Bill 1082 (1993) established the “Unified Hazardous Waste and Hazardous Materials Management Regulatory Program.” The Unified Program consolidates, coordinates, and makes

consistent the following hazardous materials and hazardous waste programs (Program Elements):

- *Hazardous Waste Generation (including onsite treatment under Tiered Permitting)*
- *Aboveground Petroleum Storage Tanks (only the Spill Prevention Control and Countermeasure Plan or "SPCC")*
- *Underground Storage Tanks (USTs)*
- *Hazardous Material Release Response Plans and Inventories*
- *California Accidental Release Prevention Program (Cal ARP)*
- *Uniform Fire Code Hazardous Material Management Plans and Inventories*

The County of Los Angeles Fire Department has been approved by the California Environmental Protection Agency (EPA) as a Certified Unified Program Agency (CUPA) for a large part of the greater Los Angeles area.

As the CUPA, the Los Angeles County Fire Department is responsible for administering the above programs required under Senate Bill 1082. This includes providing accurate information regarding the location, type, approximate quantity, and health risk of hazardous materials or waste to emergency response personnel, the public and other government officials. The threat from hazardous materials use throughout the plan area is significantly reduced by existing regulatory programs administered by Los Angeles County Fire Department that are in place to minimize such hazards.

The SCAQMD has adopted various rules limiting emissions of toxic air pollutants. The rules that are potentially relevant to the redevelopment plan area are summarized below.

- ***Rule 1401 – New Source Review of Toxic Air Contaminants.*** *This rule specifies limits for maximum individual cancer risk (MICR), cancer burden, and noncancer acute and chronic hazard index (HI) from new permit units that emit toxic air contaminants. The rule establishes allowable risks for permit units requiring new permits.*
- ***Rule 1402 – Control of Toxic Air Contaminants from Existing Sources.*** *The purpose of this rule is to reduce the health risk associated with emissions of toxic air contaminants from existing sources by specifying limits for MICR, cancer burden, and noncancer HI applicable to total facility emissions and by requiring facilities to implement risk reduction plans to achieve specified risk limits. The rule also specifies public notification and inventory requirements.*
- ***Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities.*** *The purpose of this rule is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to use appropriate warning labels, signs, and markings.*

The federal government and the State of California have adopted a series of regulatory requirements pertaining to lead exposure. A discussion of all lead-related regulations can be found on the Department of Health Services website (<http://www.dhs.ca.gov/childlead/html/GENregs.html>). The Department of Housing and Urban Development (HUD) defines lead based paint as that having a concentration of 1.0 milligrams per square centimeter (mg/cm²) for lead based paint. The Los Angeles County Code (Chapter 11.28) defines painted, varnished, or similar coating of structural material with lead or its compounds in excess of 0.7 mg/cm² as a “dangerous level of lead-bearing substances.”

4.2.2 Impact Analysis

a. Methodology and Significance Thresholds. The analysis of hazard impacts involved the review of relevant documents, including the Area Wide Environmental Assessment City Terrace Study Area: Final Report from Converse Consultants, the Environmental Protection Agency website, the Los Angeles County Code, and the South Coast Air Quality Management District website as it pertains to hazards.

For the purpose of this analysis, a significant impact would occur if development accommodated under the proposed redevelopment plan would:

- *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;*
- *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; or*
- *Be located on a site that has been adversely affected by a hazardous materials release or otherwise involves the disturbance of hazardous materials such as asbestos or lead-based paint.*

b. Project Impacts and Mitigation Measures.

Impact HAZ-1 **The potential presence of soil and/or groundwater contamination within the redevelopment plan area has the potential to adversely affect future construction workers, residents, and employees. This is considered a Class II, potentially significant but mitigable, impact.**

The presence of hazardous materials within the redevelopment plan area is dependent upon current and historic land uses, and materials used in the construction of existing structures. Existing documentation suggests that the land uses and associated use, storage, and transport of hazardous materials in the plan area are typical of a mixed-use industrial area. Industrial activities throughout the plan area could potentially have resulted in soil and/or groundwater contamination that could adversely affect construction workers or future occupants of these areas. Potential sources of contamination include industrial operations located throughout the area and the UPRR rail lines that traverse the area. Although the redevelopment plan would not involve any direct activity that would increase exposure to such contamination, it is

intended to foster redevelopment activity that may result in ground disturbance and potential exposure. Thus, plan implementation has the potential to expose the public to hazardous materials. This is considered a potentially significant impact.

Mitigation Measures. The following measures are required to reduce impacts related to potentially existing hazardous materials to a less than significant level.

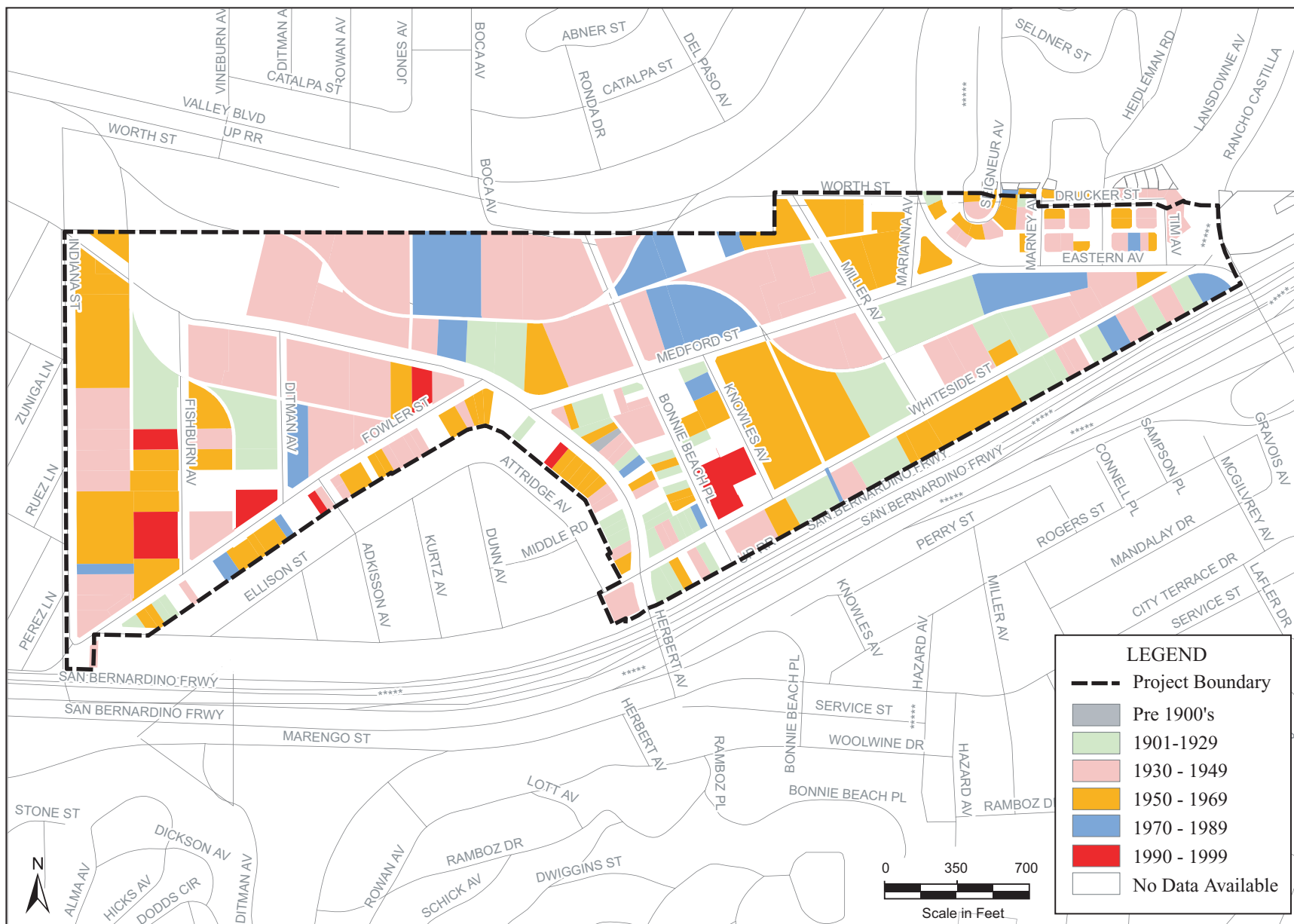
HAZ-1 Individual Environmental Site Assessment. Prior to the issuance of grading and/or building permits for new developments with the redevelopment plan area, individual project applicants within the plan area shall be required to undertake the following:

- *Prepare a Phase I Environmental Site Assessment (ESA) to examine the potential for onsite contamination issues. For redevelopment of existing structures, the Phase I ESA shall include examination of the possible presence of asbestos containing materials and lead based paint.*
- *In the event that recognized environmental conditions are identified, Phase II environmental testing shall be performed and recommended mitigation requirements implemented.*
- *If contamination levels are found to exceed regulatory action levels, then remediation would be necessary. Possible approaches to remediation may include removal and/or treatment of soil or groundwater and/or removal of asbestos or lead based paint in accordance with existing regulatory requirements. Remediation activities shall be performed under the supervision of a lead oversight agency to be determined based on the nature of the issue identified. Depending upon the nature and magnitude of any identified contamination, regulatory agencies could include the County Health Department, the Regional Water Quality Control Board, or the Department of Toxic Substances Control Board.*

Significance After Mitigation. The required mitigation measure would reduce impacts relating to soil and groundwater contamination to a less than significant level. In the long term, implementation of remediation activities on individual properties within the plan area is expected to improve health and safety conditions in the area.

Impact HAZ-2 **The potential presence of asbestos and lead-based paint in existing structures within the redevelopment plan area has the potential to adversely affect future construction workers, as well as local residents and employees. Existing regulations would address concerns about asbestos, but lead-based paint removal could pose hazards to construction workers and the public. This is considered a Class II, potentially significant but mitigable impact.**

Asbestos is likely to be found in buildings constructed before 1979 and almost certain to be present in those built before 1950. As indicated on Figure 4.2-2, the majority of buildings within the plan area were built prior to 1979 and many were built prior to 1950. Consequently, there is a high likelihood that asbestos-containing materials are present in many of the buildings within



Source: Keyser Marston Associates, Inc. June 2004

Plan Area Building Ages

Figure 4.2-2

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the plan area.

Demolition or rehabilitation activity involving buildings with friable asbestos containing materials would have the potential to release asbestos into the air. This could potentially pose health risks for construction workers as well as area residents and employees. However, as discussed in the *Setting*, SCAQMD Rule 1403 specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities. Specific requirements include asbestos surveying, notification, asbestos removal procedures and time schedules, handling, and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. Implementation of these standard requirements on all demolition and rehabilitation activity would reduce potential impacts relating to asbestos to a less than significant level.

Buildings constructed prior to 1978 have the potential to include lead-based paint. As noted above, the majority of buildings within the plan area were built prior to that date. Therefore, demolition or renovation of these buildings would have the potential to expose construction workers and area residents and employees to lead, particularly where paint is chipped or peeling. As discussed in the *Setting*, the federal and state governments have adopted myriad regulations pertaining to lead exposure. Among these are a requirement that contractors provide lead information to residents before renovating pre-1978 housing and Occupational Safety and Health Administration (OSHA) regulations pertaining to exposure of workers to lead. However, current regulations do not require lead-based paint testing or abatement prior to demolition or renovation. Therefore, health and safety impacts associated with potential exposure to lead based paint are considered potentially significant.

Mitigation Measures. Implementation of standard regulatory requirements would address concerns about asbestos exposure. The following mitigation measure would address concerns about lead exposure relating to the removal of lead-based paint.

HAZ-2 Lead Based Paint Removal. Prior to the issuance of a demolition permit for any structure within the plan area built prior to 1978, the following procedures shall be implemented by the individual project applicant:

- *The structure shall be tested for lead-based paint by a certified lead abatement contractor.*
- *If lead or its compounds in excess of 0.7 mg/cm² is determined to be present, then the paint shall be removed by a licensed contractor prior to demolition. Lead-containing materials shall be disposed of in accordance with local, state, and federal regulations.*

Significance After Mitigation. Implementation of current regulatory requirements pertaining to asbestos containing materials and lead-based paint would reduce impacts to a less than significant level.

Impact HAZ-3 New development within the redevelopment plan area could include industrial and biotechnology facilities that use hazardous materials. However, existing regulations and hazardous materials management programs are in place to minimize the potential for effects associated with releases of hazardous materials from new facilities. This is considered a Class III, *less than significant impact*.

As discussed in Table 2-3, of Section 2.0, *Project Description*, it is anticipated that the proposed redevelopment plan would foster new industrial and biotechnology development within the plan area. With the introduction of new industrial and biotechnology development near existing and possible future residences, a release of hazardous materials could create potential human health hazards. Industrial hazards could include chemical spills or sparks resulting in fires. Biotechnology hazards could include infectious viral or bacterial releases.

Industrial and biotechnology facilities are required to follow the existing regulations in the Los Angeles County Code, Chapter 11.22 (Health and Safety), to prevent such hazardous materials releases. In addition, as discussed in the *Setting*, SCAQMD Rule 1401 (New Source Review of Toxic Air Contaminants) specifies limits for maximum individual cancer risk (MICR), cancer burden, and non-cancer acute and chronic hazard index (HI) from new permit units that emit toxic air contaminants. Because any new biotechnology or industrial development within the plan area would be required to comply with these and other local, state, and federal regulations pertaining to the handling, transport, and disposal of hazardous materials, significant impacts are not anticipated.

In the long term, it is anticipated that existing older industrial facilities within the plan area would gradually be replaced with new light industrial and biotechnology facilities that meet current health and safety standards. In this way, implementation of the redevelopment plan would have long term benefits with respect to health and safety conditions in the plan area.

Mitigation Measures. No mitigation is required.

Significance After Mitigation. Compliance with existing regulations would reduce impacts associated with the introduction of new industrial and biotechnology development to the area to a less than significant level.

Impact HAZ-4 The proposed redevelopment plan would potentially accommodate residential development in the vicinity of the industrial development and rail lines. The use of hazardous materials in industrial facilities and transport of hazardous materials adjacent to residences has the potential to result in adverse impacts to human health and safety. However, no violations of existing regulations have been reported for area facilities and hazardous materials management programs are in place to minimize the potential for releases of hazardous materials. This is considered a Class III, *less than significant impact*.

As discussed Section 2.0, *Project Description*, it is anticipated that new development within the plan area would primarily consist of industrial, biotechnology, and commercial development. However, the County may consider accommodate mixed residential/commercial development in the plan area at some point in the future. Accommodating new residences in the area would potentially expose new residents to health and safety risks associated with industrial activity and hazardous material transport.

As discussed in the *Setting*, the plan area includes a variety of industrial uses, some of which use and handle hazardous materials and emit toxic air contaminants. However, SCAQMD records do not indicate the presence of any facilities in the area that create significant cancer or other hazards. In addition, all existing and new industrial development within the plan area would continue to be subject to the myriad local, state, and federal regulations pertaining to the use, handling, and transport of hazardous materials.

The potential hazards associated with transport of hazardous materials and accidental spills of such materials along Interstate 10, the Union Pacific Railroad, and main roadways throughout the area have the potential to adversely affect the redevelopment plan area; however, these issues are currently addressed in the County of Los Angeles Hazardous Waste Management Plan and other local, state, and federal regulations.

Significant impacts are not anticipated with implementation of existing regulations; nevertheless, the mitigation measure below is recommended in order to minimize the potential for health and safety risks.

Mitigation Measures. No mitigation is required. However, the following measure is recommended.

HAZ-4 Residential Development Health Risk Analysis. A health risk analysis shall be conducted prior to approval of any residential development proposed within an industrial or commercial zone in the plan area. If the analysis determines a health risk exceeding an established SCAQMD or other regulatory agency standard, then the residential project shall be approved only if the health risk can be reduced to below applicable standards.

Significance After Mitigation. Significant impacts are not anticipated. The recommended mitigation measure would further reduce the potential for health and safety impacts for any future residential developments within the plan area.

c. Cumulative Impacts. Cumulative development in the East Los Angeles County will have the potential to expose future area residents, employees, and visitors to hazardous areas by developing and redeveloping areas that have previously been contaminated. The magnitude of hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Therefore, hazard evaluations would need to be completed on a case-by-case basis. If soil and groundwater contamination were found to be present on sites of future development, these conditions would be required to be mitigated. Specific review of individual projects and implementation of appropriate remedial

action on contaminated sites would avoid potential hazard impacts associated with cumulative development in the City.

It is anticipated that any necessary remediation would be completed in accordance with applicable regulatory requirements prior to development of any sites determined to have significant hazards. Compliance with such requirements on all new development in and around the Whiteside area would reduce health and safety impacts associated with individual developments to a less than significant level. Thus, cumulative health and safety impacts would be less than significant.

4.3 CULTURAL RESOURCES

This section analyzes potential impacts to historic and archaeological resources within the redevelopment plan area. As part of this EIR, technical reports were prepared addressing both of these issues. These reports, *Historic Resources Report, Whiteside Study Area, East Los Angeles, California, October 13, 2005*, prepared by San Buenaventura Research Associates and CDC - *Whiteside Study Area, Los Angeles County Phase I Archaeological Investigation June 25, 2005*, prepared by Conejo Archaeological Consultants, are included in Appendix D. The following is a summary of the findings of these studies.

4.3.1 Setting

The redevelopment plan area involves about 170 acres in the Terrace City area, also referred to as Whiteside, an unincorporated area within the eastern part of Los Angeles County. The project area is highly urbanized with about 97% of the surface area built out with structures or paving. A majority of the area is built out with industrial use, although the area also includes commercial and limited residential development. Building records and maps show that some of the industrial development dates back at least 80 years. The following sections describe the nature of and potential for historic and archaeological resources to be present within the study area.

a. Regional History. The project area, which is part of the greater East Los Angeles Area, experienced explosive growth during the first decades of the twentieth century, which rapidly transformed the area from ranching and agricultural (farming of fruits and vegetables and dairy operations) to working-class streetcar suburbs. The many and various neighborhoods of East Los Angeles which developed during the 1900s, 1910s, and 1920s quickly took on the distinct ethnic characters of the immigrants who settled them. Various neighborhoods in the area took on distinct ethnic characteristics of the immigrants who settled them. Between the first and third decades of the 20th century populations of Russians, Armenians, Jews, Chinese, Italians, Japanese, and Mexicans settled in East Los Angeles. After 1940, the area became predominantly Mexican-American in character as it is today.

The development of the industrial area that is now known as “Whiteside” dates back to the early 1920’s. The growth of the Whiteside industrial area was facilitated by spur lines that connected factory grounds to the Southern Pacific Railroad. Manufacturing facilities that occupied the project area included the Reliable Iron Foundry (1924), a granite works and stone business on Miller Avenue (1926), a battery manufacturing company on Miller Avenue (between 1924 and 1930), the Plant Food Corporation (1926), St. Regis Paper Company (1929), Foote Axle and Forge Company (between 1925 and 1930), the W.J. Voit Rubber Corporation plan (1926), Wells Aircraft Parts Company (1925), a planing mill (1928), a metal warehouse and pint shop (1927), a soap factory (1926) and Kroy’s Choice Foods Company (between 1924 and 1939). Whiteside Street contained the largest number of 1920s buildings.

Following World War I, a population boom allowed the manufacturing industry to expand along with residential neighborhoods adjacent to the site. The small housing tract adjacent to the Whiteside industrial area was developed in the mid-1920s. With the onset of World War II numerous new industrial buildings were developed in the area, especially steel fabrication plants. Between 1940 and 1960 approximately 40 new industrial sites were developed.

b. Regulatory Setting. CEQA requires the evaluation of impacts to historic and archaeological resources, including properties “listed in, or determined eligible for listing in, the California Register of Historical Resources or included in a local register of historical resources.” A property may be designated as historic by National, State, or local authorities. In order for a building to qualify for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or as a locally significant property, it must meet one or more identified criteria for listing. These CRHR criteria are as follows:

1. *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
2. *Is associated with the lives of persons important in our past;*
3. *Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*
4. *Has yielded, or may be likely to yield, information important in prehistory or history.*

The property must also retain sufficient architectural integrity to continue to evoke the sense of place and time with which it is historically associated. By definition, the CRHR also includes all properties formally determined eligible for, or listed in, the National Register or Historic Places, and certain State Historical Landmarks. The County of Los Angeles does not maintain a local register of historic properties or a local register of historic landmarks.

The minimum age criterion for the NRHP and CRHR is 50 years. Properties less than 50 years old are generally not eligible for listing unless they are regarded as “exceptional” as defined by NHRP procedures or in terms of the CRHR, if it can be demonstrated that “sufficient time has passed to understand its historical importance”.

c. Potential Historic, Architectural, and Archaeological Resources. Two reconnaissance-level “windshield” historical surveys were conducted for the plan area between June and September 2005. The surveys consisted of background records searches and field reconnaissance of the plan area. The background searches utilized existing data from the Los Angeles County Assessor office and publicly available reports, records and historic maps. Properties constructed in or prior to 1957 were regarded as potential historic resources if they were determined to possess sufficient integrity to convey their significance.

In addition, a Phase I archaeological investigation was performed for the Whiteside Study Area as part of this study. The investigation consisted of a records search at the South Central Coast Information Center (SCCIC), a review of historic maps available at the Los Angeles County Central Library and a field reconnaissance to evaluate the potential for significant archaeological resources to be present within the project area.

Historic and Architectural Resources. As part of this study, a historical resources report was prepared for the project area. This study consisted of records research and field reconnaissance of the area to evaluate the potential historic resources in the project area and the effect of the proposed redevelopment project on potentially sensitive resources identified. Properties constructed in 1957 or earlier were regarded as potential historic resources if they were found to possess sufficient integrity to convey their significance.

The historic resources survey evaluated a total of 271 properties within the study area. Of these, 43 were found to be vacant, and 51 were improved after 1957 and consequently were eliminated from further consideration. Of the remaining industrial and commercial properties, 60 were found to have been improved prior to 1957 or earlier and to have retained sufficient integrity to be potentially eligible for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), either individually or for their contributions to a potential historic district. No residential properties were identified as potentially eligible for historical registration. It was noted that it is possible for properties less than 50 years of age to be determined to be eligible for historical registration if they could be determined to meet specific “exceptional” criteria. However, none of the properties less than 50 years old within the study area were identified as being likely meet these special criteria. Table 4.3-1, beginning on page 4.3-4, lists the potential historic resources within the Whiteside plan area boundaries. The locations of properties where potential historic resources are located are shown on Figure 4.3-1.

Archaeological Resources. Based on the Phase I archaeological investigation it was determined that seven archaeological investigations have been conducted within a ½ mile radius of the project area but that no archaeological previous investigations have been performed within the project area. No prehistoric or historic archaeological sites were identified to be present within ½ mile radius of the project area. The Southern Pacific Railroad (SPRR) was the only recorded historic site identified within a ½-mile radius of the area. This resource is located outside and north of the project area and would not be directly affected by the proposed redevelopment activities.

While it was determined that the proposed redevelopment activities would have no adverse effects on recorded archaeological sites, much of the ground surface within the project area is paved which made a representative systematic survey if the area infeasible. It is possible that buried and previously unrecorded historic artifacts and/or features could occur within the Whiteside area.

4.3.2 Impact Analysis

a. Methodology and Significance Thresholds. The significance of a cultural resource and subsequently the significance of any impacts are determined by whether or not that resource can increase our knowledge of the past. The determining factors are site content and condition of the resource. For the purposes of this EIR, a historic or pre-historic archaeological resource is considered to be significant if it:

- a) *Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;*
- b) *Is associated with the lives of persons important in our past;*
- c) *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*
- d) *Has yielded, or may be likely to yield, information important in prehistory or history [CEQA Guidelines § 15064.5(a)(3)].*

**Table 4.3-1
 Potential Historic Resources**

Street Number	Street Name	APN	Date Constructed	Historic Name, 1942-3
1501	Fishburn Avenue	5224009027	1951	
1522	Fishburn Avenue	5224011001	1942-51	
1539	Fishburn Avenue	5224009024	1951	
1549	Fishburn Avenue	5224009012	1947-52	
1552	Fishburn Avenue	5224011004	1950	
1583	Fishburn Avenue	5224008011	1924	Reliable Iron Foundry
3213	Fowler Street	5224009001	1946	
3260	Fowler Street	5224016008	1947	
3400	Fowler Street	5224015027	1957	
3419	Fowler Street	5224012007	1947	
3535	Fowler Street	5224012006	1946	
3546	Fowler Street	5224013009	1945	
3620	Fowler Street	5224013013	1957	
3624	Fowler Street	5224013014	1948	
3100	Medford Street	5224006016	1941-43	Western Industrial Engineering Co
3345	Medford Street	5224006018	1941-59	NACO Fertilizer Co
3400	Medford Street	5224012011	1945	General Motors Buick Div
3535	Medford Street	5224006017	1940-46	
3621	Medford Street	5224003007	1949	
3626	Medford Street	5224012005	1948	
3702	Medford Street	5224013017	1950	
3807	Medford Street	5224003003	1955-58	
3833	Medford Street	5224003002	1945-49	California Steel & Construction Co
3929	Medford Street	5224002008	1949	
3947	Medford Street	5224002011	1947	Bishop Conklin Co.
3950	Medford Street	5224027003	1933-50	Bishop Conklin Co
3969	Medford Street	5224002010	1948	
4000	Medford Street	5223037001	1929	St Regis Paper Co
4019	Medford Street	5223038008	1953-55	
1551	Miller Avenue	5224027005	1924-30	Battery Manufacturing
1623	Miller Avenue	5224027004	1957	
1651	Miller Avenue	5224002002	1926	Granite Works & Stone Cutting
1561	N. Bonnie Beach Pl.	5224024024	1946-47	
1711	N. Eastern Avenue	5223037017	1955	
1711	N. Eastern Avenue	5223037015	1930	Machine Shop

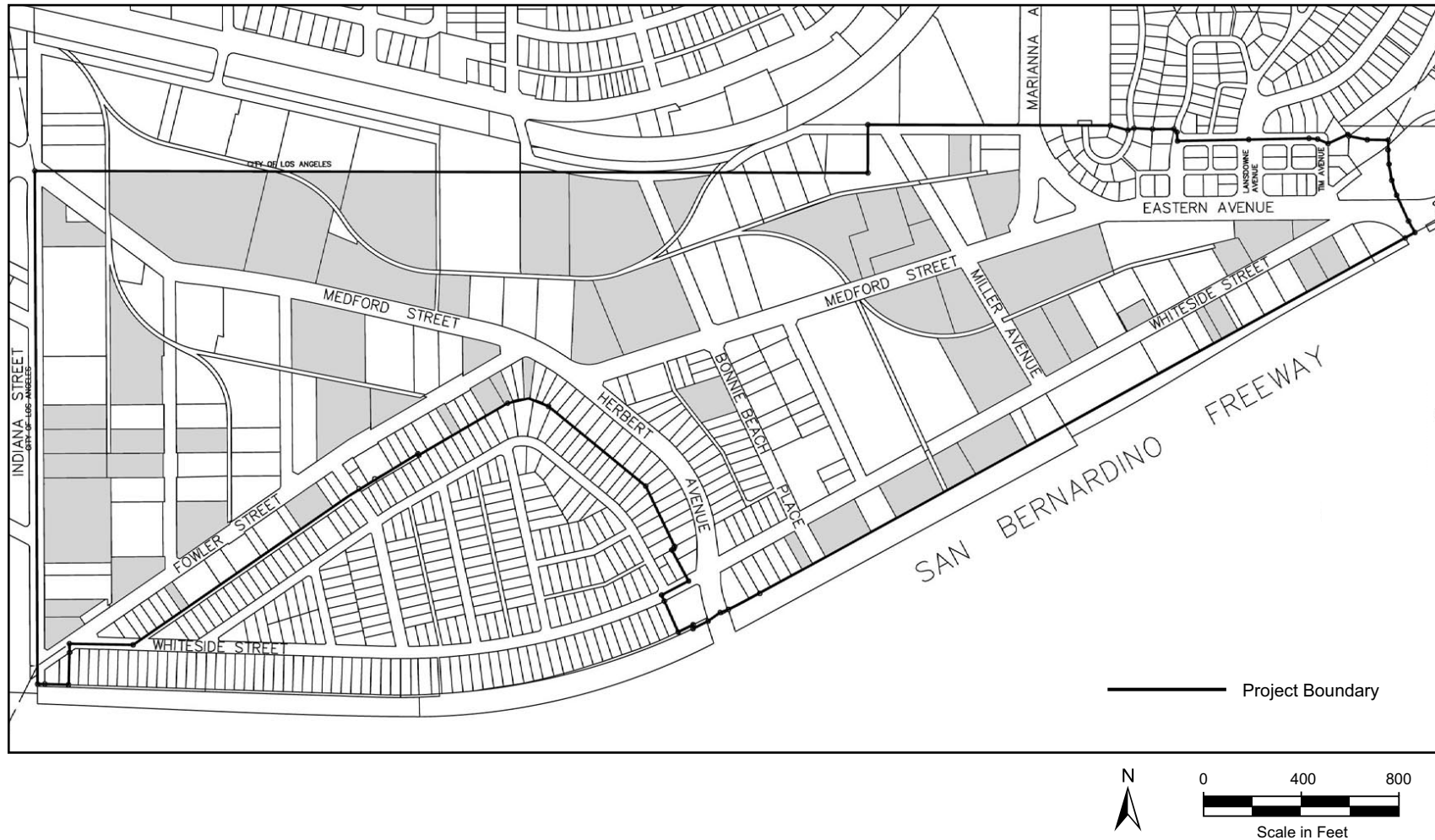
**Table 4.3-1
 Potential Historic Resources**

Street Number	Street Name	APN	Date Constructed	Historic Name, 1942-3
1735	N. Eastern Avenue	5223037018	1949-56	
1450	N. Indiana Street	5224009003	1946	
1474	N. Indiana Street	5224009021	1954	
1522	N. Indiana Street	5224009008	1946	
1536	N. Indiana Street	5224009010	1948-49	
1536	N. Indiana Street	5224009009	1948-49	
1650	N. Indiana Street	5224008012	1957	Pacific Macaroni Co
3854	Whiteside Street	5224029801	C1940	Terrace Substation
3900	Whiteside Street	5224028012	1933	PJ Walker Co Control Equipment Yard
3954	Whiteside Street	5224028015	1925-30	Foote Axle & Forge Co Auto Parts Manufacturer
4000	Whiteside Street	5224028009	1941	W.J. Voit Rubber Corp Tires & Rubber Goods
4010	Whiteside Street	5224028011	1926	W.J. Voit Rubber Corp
4101	Whiteside Street	5223037014	1951-55	
4123	Whiteside Street	5223037013	1946	
4149	Whiteside Street	5223037011	1951	
4160	Whiteside Street	5223036004	1946	
4200	Whiteside Street	5223036005	1936	Machine Shop
4248	Whiteside Street	5223036010	1926	Soap Factory
4252	Whiteside Street	5223036011	1942	Cabinet Shop
4436	Worth Street	5224005018	1930-47	Arthur Bone Inc
4466	Worth Street	5224005020	1936	
4550	Worth Street	5224004015	1947-48	
4578	Worth Street	5224004010	1924-39	Kroy's Choice Foods
4600	Worth Street	5224001001	1938	C.A. Krebs Oil Co
4722	Worth Street	5223038002	1951	

Source: San Buenaventura Research Associates, *Historic Resources Report Of The Whiteside Study Area, East Los Angeles, CA, 2005. See Appendix D.*

b. Project Impacts and Mitigation Measures.

Impact CR-1 Future developments accommodated by the Whiteside Redevelopment Plan could potentially involve the demolition, destruction, relocation, or alteration of potentially significant historic resources. Impacts to historic resources are therefore considered Class II, *significant but mitigable*.



Potential Historic Properties

Figure 4.3-1
LACDC

No properties within the Whiteside Plan area are currently on the National Register of Historic Places or the California Register of Historical Resources and the Whiteside Redevelopment Plan does not involve any specific action that would adversely affect any historic resources. However, the plan is intended to foster the redevelopment of the 170-acre plan area and may therefore accommodate future development projects on some or all of the 60 sites with structures that meet the 50-year minimum age criterion for consideration for National and California Register eligibility (please see Table 4.3-1 and Figure 4.3-1 for the descriptions and locations of these properties). Future individual development projects could potentially entail the demolition, destruction, relocation, or alterations of these structures. More detailed analysis of individual properties would need to be conducted to determine eligibility for National or California Register eligibility if future developments would affect any of the properties listed in Table 4.3-1. Nevertheless, for purposes of this analysis, it is assumed that these properties have potential historic significance. Therefore, impacts associated with plan implementation are considered potentially significant.

Mitigation Measures. For sites that are listed as potential historic resources, the following mitigation shall apply. Mitigation will be required on an individual project basis within the Whiteside Redevelopment Plan area.

CR-1 Individual Property Analysis and Mitigation. Properties listed in Table 4.3-1 that will be subject to demolition, destruction, relocation, or alteration in connection with redevelopment activity shall be evaluated for their eligibility for listing on the NRHP and CRHR either as individually eligible properties or as contributors to a historic district prior to the issuance of permits for such activities.

Impacts to individual properties determined to be eligible as a result of site-specific research and evaluation shall be mitigated to the greatest extent feasible. Mitigation measures considered shall include but not be limited to preservation of the resource, documentation of the historic property, interpretation of the significance of the historic property either on-site or on an appropriate off-site location, and the incorporation of design measures that serve to reduce or eliminate the impacts on the historic resource.

Design measures shall conform to the *Secretary of the Interior's Standards for the Treatment of Historic Properties with the Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*.

Significance After Mitigation. With implementation of the above mitigation, potential impacts to historic resources are anticipated to be reduced to a less than significant level. In the event that any individual future development project is determined to result in an unavoidably significant impact to a historic resource, a Statement of Overriding Considerations would need to be adopted for that impact.

Impact CR-2 No known archaeological sites are present within the redevelopment plan area. However, development that could occur within the plan area has the potential to disturb previously unrecorded pre-historic or historic archaeological resources. The potential impacts to archaeological resources are considered Class II, *significant but mitigable*.

As discussed in the *Setting*, no significant archaeological resources have been identified within the redevelopment plan area; however, building records and historic maps indicate that some of the industrial development dates back at least 80 years, prior to the time when archaeological resource studies were commonly conducted for new grading and development projects. Therefore, it is possible that buried historic artifacts and/or features could occur within the plan area. In addition, given that the region is rich in archaeological resources, it is possible that previously unrecorded cultural resources may be discovered during grading that would be conducted in conjunction with individual future construction projects. Impacts are therefore considered potentially significant.

Mitigation Measures. For sites in which archaeological resources are unearthed, the following mitigation shall apply. Mitigation will be required as necessary on an individual project basis within the Whiteside Redevelopment Plan area.

CR-2(a) Archaeological Monitoring. For properties that are determined to be historically sensitive, an archaeological monitor shall be present during the initial grading phases of the project. The archaeologist shall have the authority to temporarily halt or redirect project construction in the event that potentially significant archaeological resources are exposed. Based on the monitoring observations, the archaeologist shall have the authority to refine the monitoring requirements, as appropriate, in consultation with the lead agency. If potentially significant prehistoric or historic resources are exposed, the archaeologist shall be responsible for evaluating the nature and significance of the find. If no archaeological deposits are observed following initial grading then no further monitoring shall be required. A monitoring report shall be provided to the lead agency and the South Central Coast Information Center.

CR-2(b) Temporary Suspension of Activity. In the event that archaeological resources are exposed during project construction, all earth disturbing work within 100 meters of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in that area may resume.

CR -2(c) Coroner Notification. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Los Angeles County Coroner has made the necessary findings as to the origin and disposition pursuant to Public Resources Code Section 5097.98.

Significance After Mitigation. With implementation of the above mitigation measures, impacts to archeological resources would be less than significant.

c. Cumulative Impacts. Cumulative projects throughout East Los Angeles would have the potential to adversely affect other known and previously unrecorded, cultural resources. However, such impacts would be identified and addressed on a case-by-case basis prior to implementation of new development. Assuming compliance with existing County, statewide, and federal policies relating to historical and archaeological resource protection requirements, potential cumulative impacts would be less than significant.

4.4 NOISE

This section evaluates potential noise impacts. Both temporary construction impacts and long-term impacts associated with redevelopment plan operation are discussed.

4.4.1 Setting

a. Overview of Sound Measurement. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers duration as well as sound power level is the equivalent noise level (Leq). The Leq is defined as the steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual time-varying levels over a period of time. Typically, Leq is summed over a one-hour period.

The sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Decibels cannot be added arithmetically, but rather are added on a logarithmic basis. A doubling of sound energy is equivalent to an increase of 3 dB and a sound that is 10 dB less than another does not increase the overall sound level. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. The Community Noise Equivalent Level (CNEL) recognizes this characteristic by weighting the hourly Leqs over a 24-hour period. The weighting involves the addition of 10 dB to noise occurring at night (10 p.m.-7 a.m.) to account for the greater amount of disturbance associated with noise at this time period, and a weighting of 5 dB to the evening hours (7 p.m.-10 p.m.).

b. Sensitive Receptors. Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, guest lodging, and libraries are most sensitive to noise intrusion and therefore have more stringent noise exposure targets than manufacturing or industrial uses that are not subject to impacts such as sleep disturbance. Sensitive receptors within and adjacent to the plan area include single-family and multi-family residences located along Fowler Street, Herbert Avenue, and Bonnie Beach Place, as well as those residential uses located immediately to the west and south of the plan area.

c. Regulatory Setting. The Whiteside Redevelopment Plan Area is subject to the provisions and policies of the County of Los Angeles noise control ordinance, and the State of

California, Department of Environmental Health, Office of Noise Control guidelines for noise and land use compatibility.. The County of Los Angeles adopted a noise ordinance for enforcement of noise standards. The noise ordinance standards are discussed below under “Methodology and Significance Thresholds.”

The State of California, Department of Environmental Health Office of Noise Control, has published recommended guidelines for mobile source noise and land use compatibility. Each jurisdiction is required to consider these guidelines when developing its General Plan Noise Element and determining the acceptable noise levels with its community.

Figure 4.4-1 shows the ranges of noise exposure, for various land uses that are considered acceptable, conditionally acceptable, or unacceptable under the State Office of Noise Control guidelines. An acceptable noise environment is one in which development may be permitted without requiring specific noise studies or specific noise-reducing features. A conditionally acceptable noise environment is one in which development should be permitted only after noise mitigation has been designed as part of the project, to reduce noise exposure to acceptable levels. In unacceptable noise environments, development generally should not be undertaken. As outlined in the Noise Element, the maximum normally acceptable exterior level for new multi-family residential development is 60 dBA CNEL. Levels of 60-65 dBA CNEL are considered “conditionally acceptable” for multi-family residences, meaning that such noise levels are acceptable if appropriate noise insulating features are incorporated. Noise levels over 65 dBA CNEL are considered “normally unacceptable.” The Department of Housing and Urban Development (HUD) has adopted a 65 dBA Ldn exterior standard for residential uses and a 45 dBA Ldn interior standard.

d. Existing Sources and Conditions. The most common sources of noise in the plan vicinity are transportation related. Transportation related noise sources include trucks, automobiles, and trains. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and its proximity to existing residential areas sensitive to noise exposure. The primary sources of roadway noise near the plan area are Eastern Avenue, North Herbert Avenue, Whiteside Street, Medford Street, Fowler Street, Miller Avenue, Knowles Avenue, North Bonnie Beach Place, North Dittman Avenue, Fishburn Avenue, North Indiana Street, and Worth Street. Noise-sensitive receptors in the area include the residences along Eastern Avenue, North Herbert Avenue, Whiteside Street, North Bonnie Beach Place, Fowler Street, Marney Avenue, Lansdowne Avenue, Tim Avenue, and Barnett Road. The industrial related noise sources include, but are not limited to, heavy machinery.

In order to ascertain the existing noise environment within the redevelopment plan area, two noise measurements were taken within the Whiteside Redevelopment Plan area during a field reconnaissance on June 14th, 2005. The first measurement was taken along Fowler Street, between Medford and Dittman Avenue. The second measurement was taken along Whiteside Street between Miller and Knowles Avenue. Table 4.4-1 shows the results of the noise monitoring at each of the locations. Figure 4.4-2 shows the measurement locations.

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE						
	Ldn or CNEL, dBA						
	55	60	65	70	75	80	85
RESIDENTIAL - LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES							
RESIDENTIAL - MULTI-FAMILY							
TRANSIENT LODGING - MOTELS, HOTELS							
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES							
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES							
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS							
PLAYGROUNDS, NEIGHBORHOOD PARKS							
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES							
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL							
INDUSTRIAL, MANUFACTURING, UTILITIES, AGRICULTURE							



NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



NORMALLY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design



CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

Source: Guidelines for the Preparation and Content of Noise Elements of the General Plan, California Office of Planning and Research, 1998.

Noise Compatibility Standards

Figure 4.4-1

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Table 4.4-1 Existing Ambient Noise Levels

ID	Location	Leq (dBA)
A	Fowler Street (between Medford and Dittman Avenue)	63.9
B	Whiteside Street (between Miller and Knowles Avenue)	67.4

Noise measurement 1, which was taken roughly 1,300 feet from the freeway and is buffered by residential development, is 3.5 dBA lower than measurement 2, which was taken less than 200 feet from the freeway and adjacent railway tracks.

Active railroads adjacent to the plan area are an additional source of noise in the plan area. There are two active train tracks adjacent to the area. The first is located parallel to Interstate 10 Freeway, adjacent to the southern boundary of the plan area. This is a mixed commuter/freight line linking the Los Angeles Union Station (near downtown Los Angeles) to the Santa Fe Train Depot (in the city of San Bernardino). Average daily traffic on this line consists of about 34 passenger trains operated by Metrolink (Metrolink, October 2005). The second active train track is located parallel to Worth Street, along the plan area's northern boundary, and is part of the 20,000-mile-long Union Pacific Railroad interstate cargo expressway (Union Pacific Corporation, July 4, 2005). Average daily traffic on this rail line is about 32 freight trains (Dee Lund, Union Pacific Railroad).

Table 4.4-2 shows the estimated distances to various noise contour lines from the two rail lines. As indicated, the 60 dBA CNEL contour is about 210 feet from the southern (Metrolink) line, while the 60 dBA CNEL contour is about 324 feet from the northern (UPRR) line. This means that areas closer than those distances from the two lines are potential subject to rail noise in excess of 60 dBA CNEL. It should also be noted that noise levels from individual train pass-bys would be substantially higher as the CNEL represents the 24-hour weighted noise level that is generally used to characterize community noise.

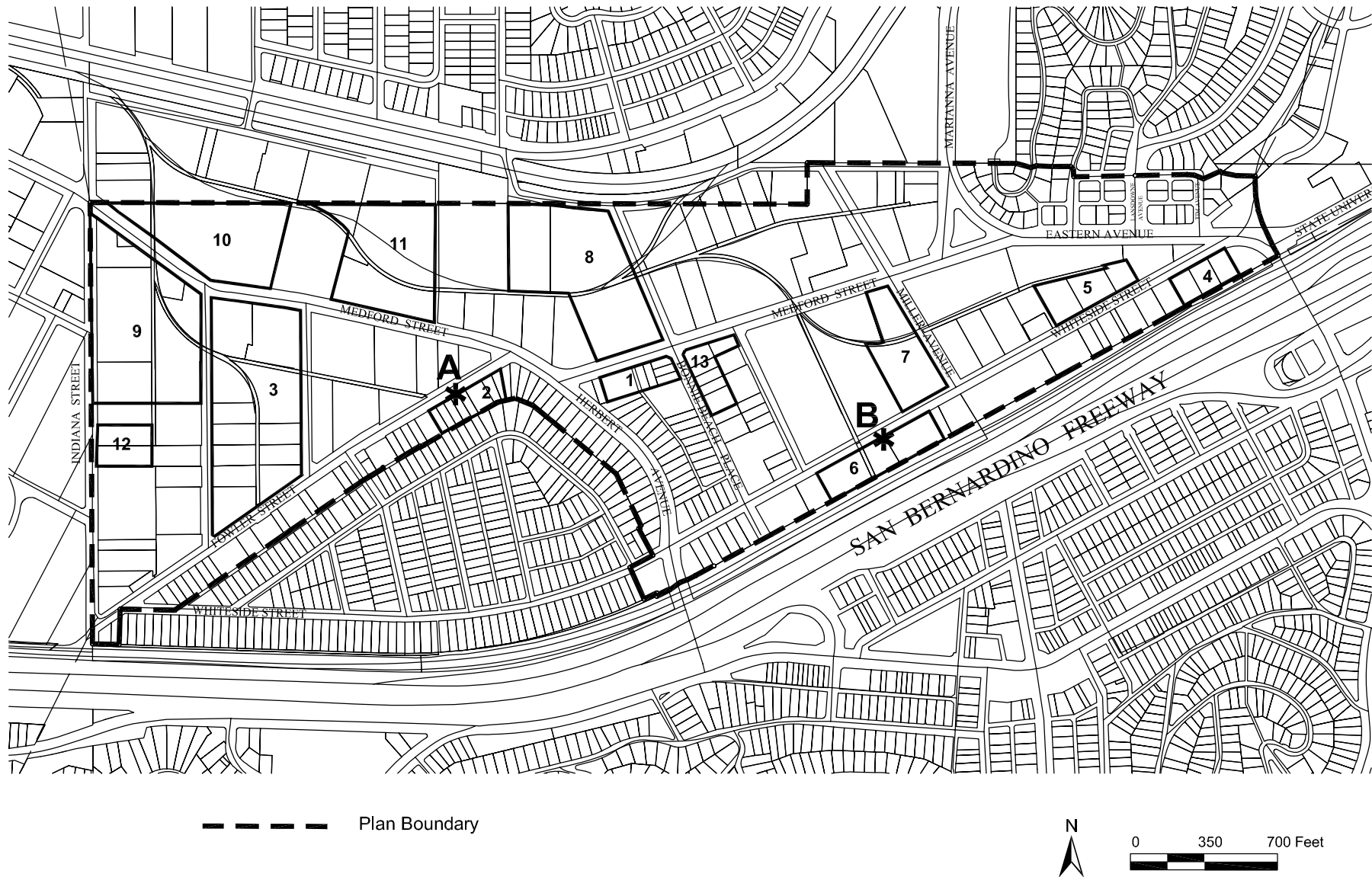
Table 4.4-2 Existing Railway Noise Levels

Rail Line	Train Type	Estimated Distance to Noise Countour Line (feet)		
		70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
Southern Line (Metrolink)	Passenger	45	98	210
Northern Line (UPRR)	Freight	70	150	324

* Model defaults used include assumptions for a single locomotive per train, fifty cars per train, and an average speed of 35 mph.

** Model defaults used include assumptions for dual locomotives per train, fifty cars per train, and an average speed of 35 mph.

Railroad noise is exempt from the noise standards of the County Code, but noise-distance calculations can be used for mitigating noise impacts to sensitive receptors (Los Angeles County Code § 12.08.570).



Noise Measurement Locations

Figure 4.4-2

Source: PSOMAS, April 18, 2005

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4.4.2 Impact Analysis

a. Methodology and Significance Thresholds. Existing and future traffic noise levels on local roadways were calculated using standard mathematical equations in a spreadsheet model based on the average sound level algorithms from the Federal Highway Administration's Traffic Noise Model® (TNM) and current and forecasted traffic volumes. Traffic volumes (average daily trips) were obtained from the traffic analysis that was prepared for this project by Kaku Associates (October, 2005). Construction noise was estimated based on methodologies contained in the *Handbook of Noise Control* (C.M. Harris, 1979) and adapted to a spreadsheet program.

The Los Angeles County Noise Ordinance (Chapter 12.08.440) provides numeric standards for construction noise, as shown in Table 4.4-3. Exceedance of these standards is considered a potentially significant impact.

Table 4.4-3 Construction Noise Thresholds

Use	Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.		Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	
	Mobile Equipment	Stationary Equipment	Mobile Equipment	Stationary Equipment
Single-family	75 dBA	60 dBA	60 dBA	50 dBA
Multi-family	80 dBA	65 dBA	64 dBA	55 dBA
Semi-residential/Commercial	85 dBA	70 dBA	70 dBA	60 dBA

Source: Los Angeles County Code § 12.08.440

*Thresholds assume use of predominantly mobile source equipment, concurrent with assumptions used in noise modeling.

The County of Los Angeles Noise Control Ordinance (Chapter 12.08) prohibits unnecessary, excessive, or annoying noise in the County. The ordinance does not control traffic noise, but applies to all noise sources located on private property. As part of this ordinance, properties within the County are assigned a noise zone based on their corresponding land use. Noise sensitive areas are designated as Noise Zone I; residential districts are designated as Noise Zone II; commercial districts are designated Noise Zone III; and industrial districts are designated as Noise Zone IV. The ordinance also limits the amount of noise generated by uses during normal operation that may affect the surrounding areas. Table 4.4-4 shows the allowable noise levels and corresponding times of day for each of the identified noise zones.

The noise standards shown in Table 4.4-4 apply to any noise-generating activity that exceeds the applicable level for a cumulative period of more than 30 minutes in any hour. For noise levels that last no more than 15 minutes, 5 dBA are added to the standards in Table 4.4-4. For noise levels that last no more than 5 minutes, 20 dBA are added to the standards. If the ambient sound level exceeds the allowable exterior standard, the ambient levels become the standard.

Table 4.4-4
Exterior Noise Standards for On-Site Noise Sources

Time Period	Zone I (Noise Sensitive Areas)	Zone II (Residential Properties)	Zone III (Commercial Properties)	Zone IV (Industrial Properties)
7 AM to 10 PM	45 dBA	50 dBA	60 dBA	70 dBA
10 PM to 7 AM	45 dBA	45 dBA	55 dBA	70 dBA

Source: Los Angeles County Code § 12.08.390.

Impacts relating to operational on-site activities are considered significant if individual project-related activities create noise exceeding Zone II standards for the adjacent residential neighborhoods. Construction noise is considered significant if construction would occur outside the hours stipulated in the County Noise Ordinance.

For traffic-related noise, the following thresholds have been established for this analysis:

- *An increase of 5 dBA or greater due to plan-generated traffic would be noticeable, but not significant, if levels remain below the Noise Compatibility criteria shown on Figure 4.4-1.*
- *An increase of 3 dBA or greater due to plan-generated traffic would be significant if the resulting noise increase an exceedance of the Noise Compatibility criteria shown on Figure 4.4-1.*

b. Project Impacts and Mitigation Measures.

Impact N-1 Construction of individual redevelopment plan area projects would intermittently generate noise levels within and adjacent to the plan area in excess of County standards. This is considered a Class II, significant but mitigable impact.

The proposed redevelopment plan would not directly involve any construction activity or generate construction noise. However, the plan is intended to foster the redevelopment of the area, which may involve construction activity throughout the 170-acre plan area. Though much of the area is industrial in character, residential neighborhoods are located in and adjacent to the plan area. These uses are typically considered more noise-sensitive than commercial or industrial uses.

Residential uses located directly adjacent to the site include homes to the west of Indiana Street and homes located between Ellison Street, Attridge Avenue, and the San Bernardino Freeway, to the south of the project. Residential uses within the redevelopment plan area include those homes along Fowler Street, Herbert Avenue, Bonnie Beach Place, Whiteside Street, and Eastern Avenue. These residential uses would be exposed to temporary increases in noise during construction of individual developments that may be built throughout the plan area over the life of the redevelopment plan.

Although the main sources of noise would be the heavy machinery used in demolition of existing structures and site grading, all phases of construction would likely be audible at nearby receptors on at least a sporadic basis. Construction would occur with the approval and development of individual projects and would likely take place in multiple locations throughout the redevelopment plan area and at differing times. Table 4.4-5 shows typical noise level ranges during the various phases of construction. As indicated, the noise level associated with heavy equipment typically ranges from about 78 to 88 dBA at 50 feet from the source.

Table 4.4-5 Typical Noise Levels at Construction Sites

Construction Phase	Average Noise Level at 50 Feet	
	Minimum Required Equipment On-Site	All Pertinent Equipment On-Site
Clearing	84 dBA	84 dBA
Excavation	78 dBA	88 dBA
Foundation/Conditioning	88 dBA	88 dBA
Laying Subbase, Paving	78 dBA	79 dBA
Finishing and Cleanup	84 dBA	84 dBA

Source: Bolt, Beranek and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the U.S. Environmental Protection Agency, 1971.

The level of noise experienced by any individual receiver would depend upon the actual distance from the construction site. However, residential, commercial, and industrial uses within and adjacent to the redevelopment plan area could experience maximum temporary noise levels of up to 88 dBA on a sporadic basis during construction of individual projects. These maximum levels exceed the County's daytime and nighttime mobile and stationary source standards for single and multiple family residences as well as semi-residential/commercial uses. Therefore, impacts associated with construction related noise are considered potentially significant.

Mitigation Measures. The following mitigation measures would address potential noise impacts due to construction.

- N-1(a) Construction Hours.** Construction activities throughout the plan area shall be limited to weekdays, between the hours of 7:00 a.m. to 8:00 p.m.
- N-1(b) Diesel Equipment Specifications.** All diesel equipment shall be operated with closed engine covers/doors and shall be equipped with factory-recommended mufflers.
- N-1(c) Electrical Power.** Whenever feasible, construction contractors shall use electrical power to run air compressors and similar power tools.

- N-1(d) Acoustical Shelters.** For construction activity within 300 feet of a sensitive receptor, temporary acoustical shelters shall surround air compressors and generators used for construction.
- N-1(e) Noise Barriers/Phasing.** The lead agency shall review all proposed development projects within the Project Area individually to determine the necessity and feasibility of additional construction noise mitigation. Additional mitigation may include, but is not limited to, the use of temporary noise barriers to shield nearby sensitive receptors, use of sound blankets on noise-generating equipment, and additional restrictions on the phasing or timing of noise generating activities such as grading.

Significance After Mitigation. With the recommended mitigation measures, construction-related noise impacts could be reduced to a less than significant level.

- Impact N-2 Traffic generated by potential new development within the redevelopment plan area would incrementally increase noise levels along area roadways. However, because the change in noise would not exceed established thresholds, the plan's impact is considered Class III, less than significant.**

Based on a site reconnaissance to the Whiteside Plan area (June 2005) and a traffic study performed by Kaku Associates (October 2005), it was observed that traffic along Medford Street and Eastern Avenue is the primary source of traffic related noise within the plan area. The estimated 7,119 daily vehicle trips generated by the proposed plan would incrementally increase traffic-related noise levels along these roadways, thereby incrementally increasing noise levels at residential neighborhoods to the north, west, and south of the site.

Estimated traffic volumes from the traffic study (Appendix F) were used to model the change in noise levels resulting from increased traffic along two roadway segments that would be most affected by projected growth in the plan area. The two roadway segments are:

- *Medford Street between Herbert Avenue and Eastern Avenue*
- *Eastern Avenue between Medford Street and the San Bernardino Freeway*

Traffic increases along other study area roadways where sensitive receptors are present, such as Fowler Street and Bonnie Beach Place, would be sufficiently low such that audible noise level increases would not occur and modeling of noise level increases is not warranted.

Estimates of noise increases along the Medford Street and Eastern Avenue corridors would be indicative of potential changes near new developments within the redevelopment plan area. As it is unknown exactly where new development would occur within the plan area, the following noise model calculations attempt to capture the maximum likely change in noise by estimating changes in ambient noise levels where the greatest change in traffic is anticipated to occur. Therefore, the following noise model results represent a worst-case scenario for changes in ambient noise during peak hours of traffic movement through the redevelopment plan area.

The modeled future noise estimates include existing traffic, traffic generated by plan area development, and cumulative traffic growth.

Table 4.4-6 compares estimates of existing and future noise levels along Medford Street and Eastern Avenue. Model results indicate that anticipated traffic growth associated with the redevelopment plan would increase noise by about 1 dBA along Eastern Avenue and 2.8 dBA along Medford Street. Noise levels along both roadways exceed the “normally acceptable” range for residential uses. However, because the increase in noise along both roadways due to plan-generated traffic increases would be less than 3 dBA, the plan’s impact is not considered significant.

**Table 4.4-6
 Calculated Noise Associated with Traffic on Area Roadways
 (dBA CNEL)**

Road Segment	Existing	Existing + Plan	Future (with ambient growth) + Plan + Cumulative	Plan Change	Cumulative Change
Medford Street between Herbert Avenue and Eastern Avenue ^a	65.0	67.8	68.2	2.8	3.2
Eastern Avenue between Medford Street and the San Bernardino Freeway ^a	69.8	70.8	71.4	1.0	1.6

^a At a distance of 50 feet from centerline.

See Appendix E for calculations.

Mitigation Measures. Mitigation is not required.

Significance After Mitigation. Traffic growth anticipated for the area would incrementally increase noise along area roadways. However, because such increases would be less than 3 dBA, project impacts relating to increased roadway noise are considered less than significant without mitigation.

Impact N-3 Residential development that may be constructed within the plan in the future is a noise-sensitive use that would be exposed to noise from several sources, including roads, industrial/commercial activity, and rail activity. Noise impacts associated with the introduction of residences to a largely industrial/commercial area are considered Class II, *significant but mitigable*.

No residences are specifically planned to be built within the redevelopment plan area. However, as discussed in Section 2.0, *Project Description*, the County may consider accommodating mixed residential/commercial development at unspecified locations in the plan area at some point over the life of the redevelopment plan. Because the area is subject to noise from industrial and transportation sources, noise-sensitive residences may be exposed to

noise exceeding County residential standards. The potential for exposure to high noise levels from traffic on local roadways, rail activity, and industrial activity is discussed below.

Traffic Noise. As discussed under Impact N-2, noise levels along major roads in the plan area (Medford Street, Eastern Avenue) currently approach 70 dBA CNEL and are projected to potentially exceed 70 dBA CNEL as traffic growth occurs in the area. In addition, the southern portion of the plan area adjacent to Interstate 10 is potentially subject to noise of over 70 dBA CNEL. Thus, depending on its location, any new residential uses that may be introduced under the proposed redevelopment plan may be subject to noise exceeding normally and conditionally acceptable ranges for residential uses. This is considered a potentially significant impact.

Railroad Activity. As discussed in the *Setting* (Table 4.4-2), the rail lines that frame the northern and southern plan area boundaries both produce noise that exceeds 60 dBA CNEL over much of the plan area and that exceeds 70 dBA adjacent to the two lines. Thus, depending upon their location, any new residences introduced to the area could be subject to noise outside the normally acceptable or conditionally acceptable range. This is considered a potentially significant impact.

Industrial Activity. Existing industrial uses, such as food canning warehouses, manufacturing and storage facilities, could generate noise that may be audible to future residents. Specific sources of noise may include truck deliveries, vehicle maintenance equipment, fans, and other activities. Ambient measurements taken in June of 2005 reflect a range of typical noise levels from adjacent activity. These noise levels may vary, depending on the source and the time of day. Most industrial activity, however, would be anticipated to occur during daytime hours and be of limited duration for individual events. However, some operations, such as truck deliveries, may occur during early morning or late evening hours, when the standards are lower and sensitivity to noise is higher. Since the noise ordinance specifies a level for residences of 50 dB for daytime hours and 45 dBA for nighttime hours, exceedance of Noise Ordinance standards may occur. Therefore, impacts would be potentially significant.

Mitigation Measures. The following mitigation measures can be generally used to mitigate interior noise levels for onsite structures.

N-3 Residential Interior Noise Reduction. If residences are planned within the plan area at some point in the future, an acoustical analysis shall be conducted by a qualified acoustical expert prior to issuance of building permits. If noise at the site is found to exceed 65 dBA CNEL, adequate noise attenuation features shall be incorporated in order to achieve an interior level of 45 dBA CNEL or less. Specific design features may include, but are not limited to, the following:

- *Air conditioning or a mechanical ventilation system in all units so that windows and doors may remain closed;*
- *Solid core exterior doors with perimeter weather stripping and threshold seals;*
- *Baffling of roof or attic vents facing the noise source;*

- *Window assemblies with a laboratory-tested STC rating of 30 or greater (windows that provide superior noise reduction capability and that are laboratory-tested are sometimes called “soundproof” windows; in general, these windows have thicker glass and/or increased air space between panes).*

Significance After Mitigation. Incorporation of the above mitigation measure, in combination with enforcement of the County Noise Ordinance, would reduce noise impacts from traffic, railroad activity, and general industrial activities to a less than significant level. If residences are added within the plan area at some point in the future, enforcement of the noise ordinance restrictions may require changes in the nature, timing, and location of adjacent noise-generating industrial activities.

c. Cumulative Impacts. Cumulative traffic increases associated with proposed plan would incrementally increase noise levels along area roadways. As shown in Table 4.4-6, the highest increase is projected to occur along Medford Street between Herbert Avenue and Eastern Avenue, which would experience a noise level increase estimated at 3.2 dBA due to plan, ambient and cumulative growth. Although the redevelopment plan’s incremental addition of 2.8 dBA would not be significant (see Impact N-2), the cumulative noise level increases along Medford Street within the plan area would exceed 3 dBA. Existing industrial and possible future industrial developments along these roadways would not be adversely affected by such noise levels. However, such levels exceed the normally and conditionally acceptable ranges for existing and possible future residences. Thus, cumulative noise impacts are considered significant. Impacts to new residential development would be addressed through implementation of Mitigation Measure N-3. Impacts to existing residences could be addressed through the following:

- N-4 Window and Door Retrofit.** Noise levels at residences along Medford Street within the plan area shall be monitored at least bi-annually over the life of the redevelopment plan. If noise levels are found to exceed 70 dBA CNEL, the County shall offer to retrofit existing windows and exterior doors facing the noise source with window assemblies and solid core doors that will attain a 45 dBA CNEL interior noise level.

4.5 TRAFFIC AND CIRCULATION

This section evaluates the proposed redevelopment plan's impact to the local transportation and circulation network. The analysis is based upon a traffic study prepared for the plan by Kaku Associates, Inc. That study, dated May 2006, is included in its entirety in Appendix F.

4.5.1 Setting

a. Existing Conditions.

Existing Street Network. The plan area is bounded by Indiana Street on the west, Fowler Street and Herbert Avenue on the southwest, the I-10 Freeway on the south, Eastern Avenue on the east, and the County boundary on the north. Major north-south streets near the plan area include Soto Street, Indiana Street, Fowler Street, Herbert Avenue, and Eastern Avenue. Major east-west streets include City Terrace Drive, Medford Street, Whiteside Street, and Valley Boulevard. Table 1 in Appendix F summarizes the characteristics of these streets, including details such as the number of through lanes, median types, parking restrictions, and speed limits.

b. Existing Traffic Volumes and Levels of Service. Table 4.5-1 summarizes the level of service (LOS) analysis conducted for the existing (year 2005) scenario at 11 study area intersections. Figure 4.5-1 illustrates the existing A.M. and P.M. peak hour traffic volumes at the study intersections. Ten of the 11 study area intersections currently operate at LOS D or better during both peak hours. The Eastern Avenue/City Terrace Drive intersection operates at LOS E during the P.M. peak hour and LOS F during the A.M. peak hour.

LOS is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. Level of service definitions are shown in Tables 2A and 2B of the traffic study in Appendix F. LOS D is the typically recognized minimum acceptable level of service in urban areas. Nine of the study intersections are signalized and two study intersections are stop-controlled.

The "Intersection Capacity Utilization" (ICU) method of intersection analysis was used to determine the intersection volume to capacity (V/C) ratio and corresponding level of service for the turning movements and intersection characteristics at the signalized intersections in the County of Los Angeles. The lane capacity used for this study was 1,600 vehicles per hour, as specified in the 1997 County of Los Angeles Department of Public Works *Traffic Impact Analysis Report Guidelines*.

The Highway Capacity Manual 2000 (HCM 2000) methodology is used to determine the intersection V/C ratio and corresponding level of service for the given turning movements and intersection characteristics at the stop-controlled intersections.

Three of the County's study intersection V/C ratios were calculated using the County's ICU Through Vehicle Equivalency method. Two of these intersections are stop-controlled; therefore, the HCM 2000 unsignalized method was used to determine the intersection delays and corresponding level of service.

**Table 4.5-1
Intersection Level of Service Analysis – 2005 Conditions**

Intersection	Peak Hour	V/C Value or Delay	LOS
Herbert Avenue/Medford Street	A.M. P.M.	0.562 0.389	A A
Herbert Avenue/Whiteside Street	A.M. P.M.	35.0 24.4	D C
Herbert Avenue/City Terrace Drive	A.M. P.M.	0.628 0.485	B A
EB I-10 off ramp/Bonnie Beach Place/City Terrace Drive ^a	A.M. P.M.	23.1 21.0	C C
Worth Street/Boca Avenue/Valley Boulevard ^b	A.M. P.M.	0.619 0.566	B A
Eastern Avenue/Medford Street	A.M. P.M.	0.525 0.464	A A
Paseo Rancho Castilla/Eastern Avenue/State University Drive ^c	A.M. P.M.	0.708 0.743	C C
Eastern Avenue/EB-10 off ramp	A.M. P.M.	0.500 0.528	A A
Eastern Avenue/I-10 off ramp/NB and SB I-710 on ramp/Ramona Boulevard	A.M. P.M.	0.759 0.807	C D
Eastern Avenue/City Terrace Drive	A.M. P.M.	1.048 0.946	F E
Soto Street/Alcazar Street ^d	A.M. P.M.	0.647 0.536	B A

Source: Kaku Associates, Inc., May 2006 (see Appendix F).

^a Through Vehicle Equivalency adjustment per LADPW.

^b CMA method per LADOT requirements

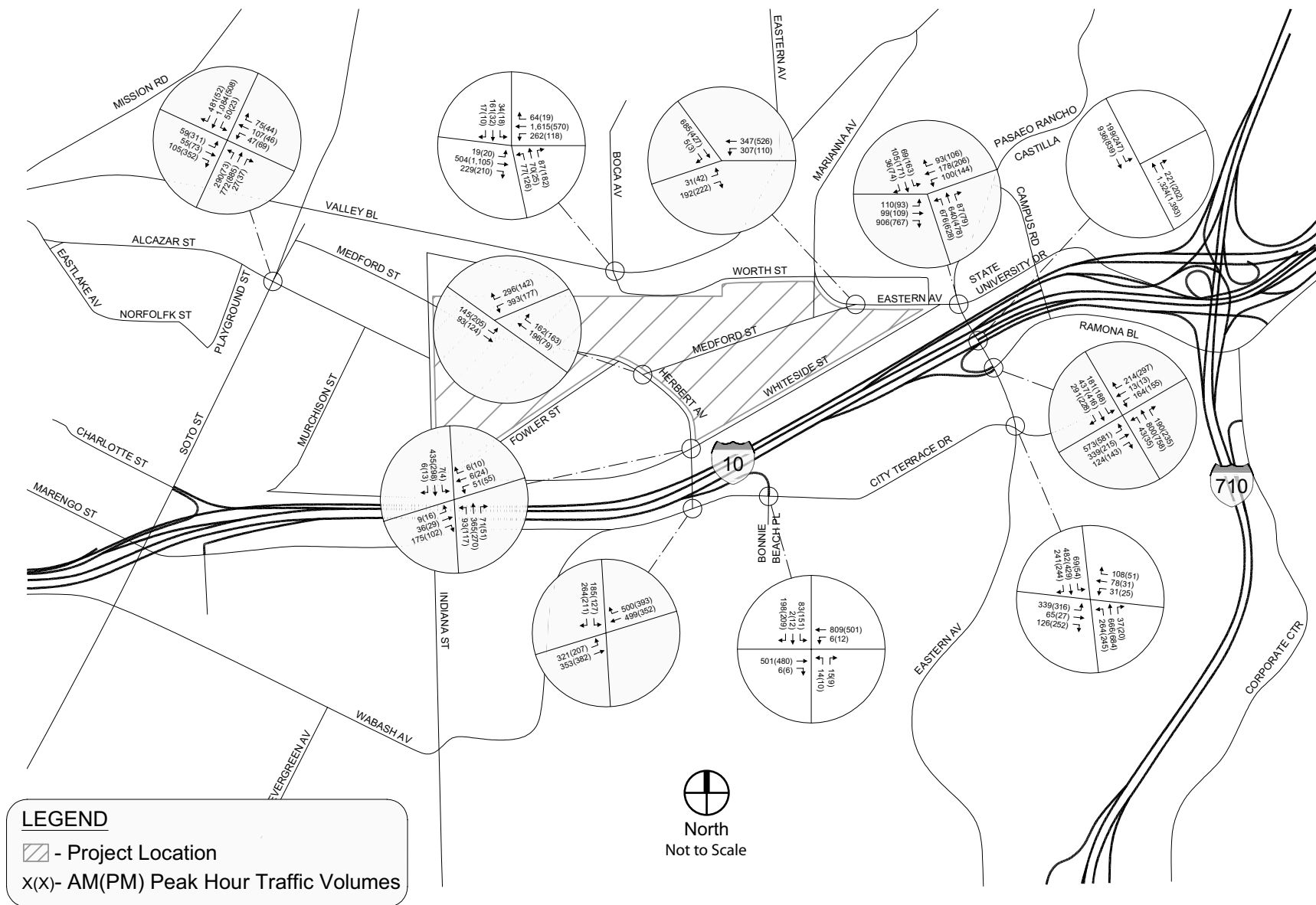
^c CMA method per LADPW direction.

^d Intersection is currently operating under the Los Angeles Department of Transportation, ATSAC/ATCS system.

The intersections of Worth Street/Boca Avenue/Valley Boulevard and Soto Street/Alcazar Street are currently signalized and controlled by the City of Los Angeles' Boyle Heights Automated Traffic Surveillance and Control (ATSAC) and Advanced Traffic Control System (ATCS). The Los Angeles Department of Transportation (LADOT) recommends that a capacity increase of 10% (0.10 V/C adjustment) be applied to reflect the benefits of ATSAC and ATCS control at these intersections. LADOT requires that the "Critical Movement Analysis" (CMA) method be used to determine the intersection V/C ratio and corresponding LOS for the given turning movements and intersection characteristics at signalized intersections. The CALCADB software package developed by LADOT was used to implement the CMA methodology in this study. Table 2A in Appendix F also defines the ranges of V/C ratios and their corresponding LOS using the CMA method.

c. Existing Public Transit Services.

Existing Transit Network. The area transit system is comprised of buses and trains. The major public transportation networks serving the proposed redevelopment plan area are discussed below.



Source: KAKU Associates, March 2006.

Existing Peak Hour Traffic Volumes

Figure 4.5-1

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The **Metro 70/370** lines run north and south along Marengo Street and continue onto City Terrace Drive, then travel north on Eastern Avenue and east on Ramona Boulevard in the plan area.

The **Metro 71** line travels between the West Los Angeles Transit Center and the Cal State Los Angeles Busway Station. This line predominantly travels east and west across the plan area serving the streets of Marengo Avenue, North Soto Street, Wabash Avenue, City Terrace, Eastern Avenue and University Drive.

The **Metro 76/376** lines travel between downtown Los Angeles and the El Monte Bus Station. This line travels east and west on Valley Boulevard in the plan area.

The **Metro 78/79/378** lines travel between Los Angeles and Arcadia. They travel north and south on Mission Road in the plan area.

The **Metro 251/252/751** lines travel between the Interstate 105 Station and Cypress Park. They travel north and south on North Soto Street and east and west on Charlotte Street in the plan area.

The **Metro 254** line travels between the Los Angeles County/University of Southern California (USC) Hospital Busway Station and Imperial/Wilmington/Rosa Parks Station. This line predominantly travels east and west across the plan area, serving Fowler Street, Murchison Street, Herbert Avenue and Alcazar Street.

The **Metro 255** line travels between Heritage Square/Arroyo Station and East Los Angeles. This line travels east and west on Wabash Avenue and Marengo Street in the plan area.

The **Metro 256** line travels between Altadena and Commerce. It travels mainly north and south on Eastern Avenue in the plan area.

The **Metro 605** line travels between the USC Medical Center and Boyle Heights. This line travels north and south on North Soto Street and east and west on Charlotte Street in the plan area.

The **Metro 484/485/487/489/490** lines travel east and west on the I-10 Freeway in the plan area, serving Cal State LA.

MP 5, the Monterey Park Spirit Line 5, travels between Monterey Park and Cal State Los Angeles. This line travels north and south on City Terrace Drive and Campus Drive in the plan area.

ACT Blue, the Alhambra City Transit Blue Line, travels between Alhambra and Cal State Los Angeles. This line travels north and south on Paseo Rancho Castilla in the plan area.

ELA East Los Angeles College (ELAC), the East Los Angeles Shuttle ELAC line, travels between East Los Angeles and Cal State Los Angeles. This line travels east and west on City Terrace Drive in the plan area.

FT 481/482/488/492/493/494/497/498/499/699, the Foothill Transit lines, run along the I-10 Freeway in the plan area, with stops that serves Cal State Los Angeles.

The **DASH El Sereno** line predominantly travels east and west across the plan area, serving the streets of Fowler Street, Murchison Street, Herbert Avenue and Alcazar Street.

The **DASH Boyle Heights** line travels east and west across the plan area, serving Marengo Avenue, North Soto Street and Wabash Avenue.

The **Metrolink San Bernardino** commuter rail travels between San Bernardino and Los Angeles Union Station. This line travels along the I-10 Freeway in the plan area, with a stop that serves Cal State Los Angeles.

d. Existing Plus Ambient Growth Traffic Projections. In order to evaluate properly potential impacts of the proposed project on the street system, it was necessary to develop estimates of future traffic conditions in the area both without and with the proposed project traffic. Future traffic volumes were first estimated for the study areas without projected growth within the plan area. These future forecasts reflect traffic increases due to general regional ambient growth. These traffic volumes represent existing plus ambient growth conditions. The traffic generated by projected growth within the plan area was then estimated and assigned to the surrounding street system. The sum of the existing plus ambient growth and project-generated traffic represents the existing plus ambient growth plus project conditions. Traffic expected to be generated by other specific developments in the vicinity of the plan area, referred to as cumulative projects, was then estimated and assigned to the surrounding street system. The sum of the existing plus ambient growth plus project and cumulative project-generated traffic represents the existing plus ambient growth plus project plus cumulative projects conditions.

The existing plus ambient traffic projections reflect ambient growth in traffic over existing conditions. Ambient growth in traffic reflects increases in traffic due to regional growth and development. The methods and assumptions used to estimate ambient growth are described below. Table 4.5-2 summarizes the levels of service under the existing plus ambient growth condition. Figure 4.5-2 illustrates the existing plus ambient growth traffic volumes at the analyzed intersections.

Nine of the 11 intersections are projected to operate at LOS D or better during both peak hours under the existing plus ambient traffic scenario. The Soto Street/ Alcazar Street intersection is projected to operate at LOS E during the A.M. peak hour and LOS F during the P.M. peak hour. The Eastern Avenue/City Terrace Drive intersection is projected to operate at LOS F during both peak hours.

Table 4.5-2
Intersection Level of Service Analysis – Existing Plus Ambient Growth

Intersection	Peak Hour	V/C Value or Delay	LOS
1. Herbert Avenue/Medford Street	A.M. P.M.	0.650 0.444	B A
2. Herbert Avenue/Whiteside Street ^a	A.M. P.M. A.M. P.M. <u>A.M. (ICU)</u> <u>P.M. (ICU)</u>	56.0 32.8 0.673 0.549 <u>0.579</u> <u>0.455</u>	F D <u>A</u> <u>A</u>
3. Herbert Avenue/City Terrace Drive	A.M. P.M.	0.728 0.559	C A
4. EB I-10 off ramp/Bonnie Beach Place/City Terrace Drive	A.M. P.M. A.M. P.M. <u>A.M. (ICU)</u> <u>P.M. (ICU)</u>	44.5 41.0 0.924 0.770 <u>0.572</u> <u>0.460</u>	E E <u>A</u> <u>A</u>
5. Worth Street/Boca Avenue/Valley Boulevard ^{c,d}	A.M. P.M.	0.837 0.792	D C
6. Eastern Avenue/Medford Street	A.M. P.M.	0.609 0.534	B A
7. Paseo Rancho Castilla/Eastern Avenue/State University Drive ^b	A.M. P.M.	0.844 0.820	D D
8. Eastern Avenue/EB-10 off ramp	A.M. P.M.	0.577 0.611	A B
9. Eastern Avenue/I-10 off ramp/NB and SB I-710 on ramp/Ramona Boulevard	A.M. P.M.	0.885 0.942	D E
10. Eastern Avenue/City Terrace Drive ^a	A.M. P.M.	1.231 <u>1.109</u>	F F
11. Soto Street/Alcazar Street ^{c, d}	A.M. P.M.	0.923 1.160	E F

Source: Kaku Associates, Inc., May 2006 (see Appendix F).

^a Through Vehicle Equivalency Adjustment per LADPW.

^b CMA method per LADPW direction.

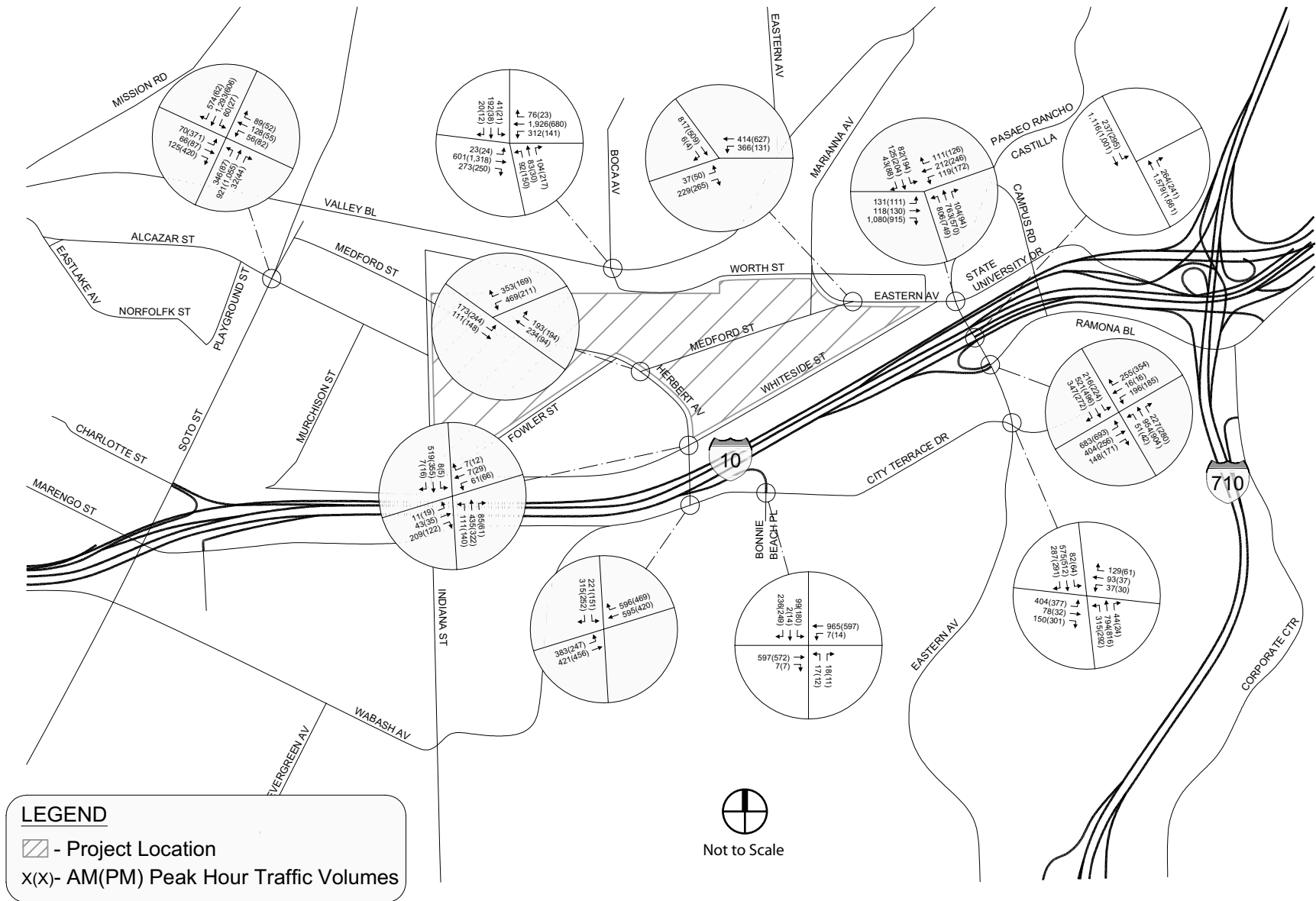
^c Intersection is currently operating under the LADOT ATSAC and ATCS system.

^d CMA method per LADOT requirements.

4.5.2 Impact Analysis and Mitigation Measures

a. Methodology and Significance Thresholds.

Project Trip Generation. The traffic generation characteristics of new development projected for the plan area were estimated based on rates in the Institute of Traffic Engineers *Trip Generation Manual*, 7th Edition. Table 4 of the traffic study in Appendix F summarizes all calculations for project trip generation. The overall trip generation for the projected development within the plan area is 7,593 average daily trips (ADT). This includes an estimated 592 A.M. peak hour trips and 923 P.M. peak hour trips. The non-residential uses assumed for this analysis (supermarket, biotechnology, and industrial development) accounted



Existing + Ambient Growth
Peak Hour Traffic Volumes

Source: KAKU Associates, March 2006.

Figure 4.5-2

LACDC

for 7,055 daily trips (93% of the total), while the projected 80 residential units accounted for 538 trips (7% of the total).

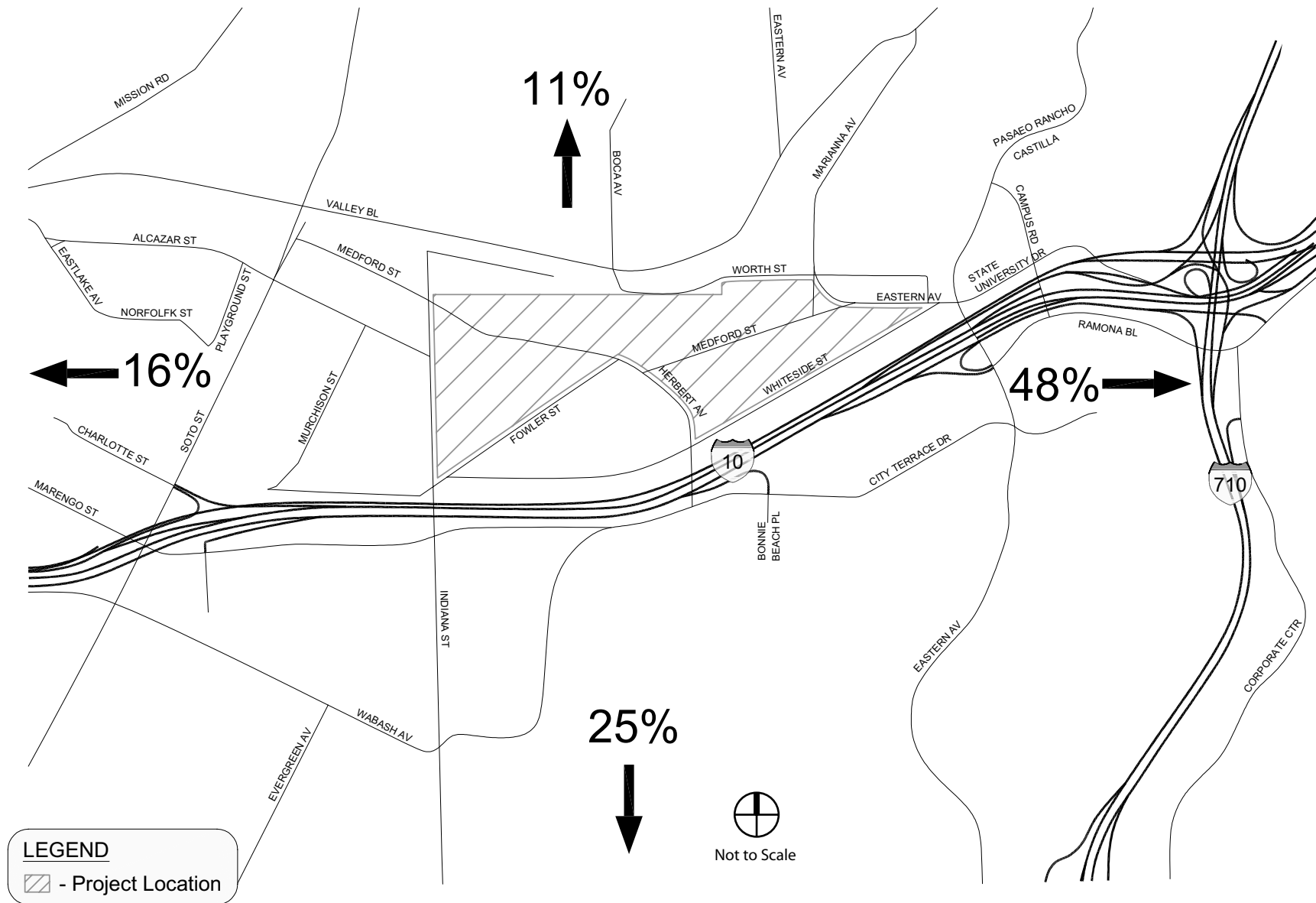
Project Trip Distribution and Assignment. The geographic distribution of traffic generated by the projected plan area growth is dependent on several factors including the type and density of the proposed land uses, the geographic distribution of the population from which the employees and residents will be drawn, the location of the future plan area developments, the physical characteristics of the street system, and the level of congestion on the local and regional roadway network. The distribution pattern utilized in this study was developed based on guidelines in the Congestion 2004 Management Program for Los Angeles County (2004 CMP). The overall distribution pattern for plan area traffic is shown on Figure 4.5-3. Application of the trip distribution and assignment shown on Figure 4.5-3 yields the project volumes illustrated on Figure 4.5-4.

Impact Threshold Criteria. The LADPW has established threshold criteria that determine if a project has a significant traffic impact at a specific intersection. According to the LADPW criteria, a project impact would be considered significant if the following conditions were met:

<u>Intersection Condition</u>		<u>Project-related Increase</u>
<u>With Project Traffic</u>		
<u>LOS</u>	<u>V/C Ratio</u>	<u>in V/C Ratio</u>
C	0.71 - 0.80	Equal to or greater than 0.04
D	0.81 - 0.90	Equal to or greater than 0.02
E, F	> 0.91	Equal to or greater than 0.01

The City of Los Angeles has also established threshold criteria that determine whether a project has a significant traffic impact at a specific intersection. Under the City's guidelines, a project impact would be considered significant if the following conditions were met:

<u>Intersection Condition</u>		<u>Project-related Increase</u>
<u>With Project Traffic</u>		
<u>LOS</u>	<u>V/C Ratio</u>	<u>in V/C Ratio</u>
C	0.700 - 0.800	Equal to or greater than 0.040
D	0.800 - 0.900	Equal to or greater than 0.020
E, F	> 0.900	Equal to or greater than 0.010

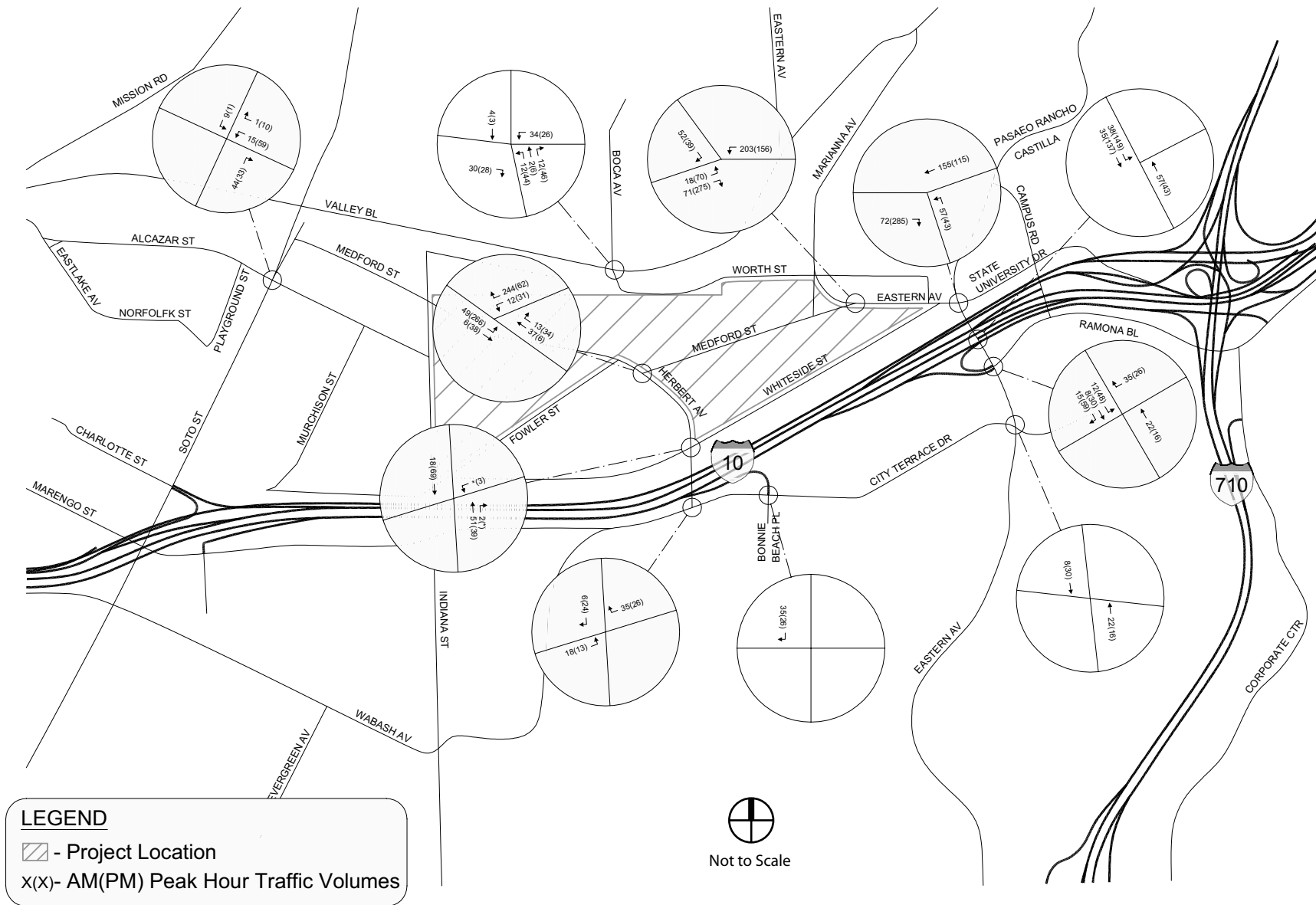


Source: KAKU Associates, March 2006.

Regional Trip Distribution

Figure 4.5-3

LACDC



Source: KAKU Associates, March 2006.

Project Only Peak Hour Traffic Volumes

Figure 4.5-4

LACDC

b. Project Impacts and Mitigation Measures.

Impact T-1 Projected growth within the redevelopment plan area would increase traffic levels on the local circulation system, potentially resulting in significant impacts at 3 of the 9 study area intersections located in the County. Impacts can be reduced to below a level of significance through physical improvements at 2 of the 3 intersections that would experience significant impacts. However, the potential impact at the Paseo Rancho Castilla/ Eastern Avenue intersection cannot be mitigated. In addition, the mitigation for the Eastern Avenue and Ramona Boulevard and I-10/I-710 Ramps would require Caltrans approval and, therefore, cannot be assured. The impacts at those two locations are considered Class I, *unavoidably significant*.

As discussed under “Methodology and Significance Thresholds,” projected development within the redevelopment plan area would add an estimated 7,593 average daily vehicle trips, including 592 A.M. peak hour trips and 923 P.M. peak hour trips. Table 4.5-3 summarizes the levels of service at study area intersections with this additional traffic as well as whether or not traffic growth associated with plan implementation would trigger the County’s significance thresholds. Figure 4.5-5 shows traffic peak hour traffic volumes under ambient growth plus project conditions.

As indicated in Table 4.5-3, projected traffic growth would create impacts exceeding County thresholds at 3 of the 9 study area intersections located within the County. Impacts at these locations are considered potentially significant. It should be noted, however, that the amount and locations of future developments within the plan area are not known at this time. Therefore, the actual future impacts could vary from what is discussed herein depending upon the actual sizes and locations of future developments.

Mitigation Measures. The following mitigation measures are recommended to address potentially significant project impacts. Because the actual size and locations of possible future plan area developments is not known at this time, traffic conditions would need to be monitored over time and measures would need to be implemented on an as needed basis as development occurs within the plan area. Depending upon the location and size of individual developments, mitigation may need to be adjusted or may never be needed.

T-1(a) Herbert Avenue and Whiteside Street. This intersection does not have a significant impact. However, it meets the Manual on Uniform Traffic Control Devices signal warrants for installation of a traffic signal under existing plus ambient conditions. Plan area developments may be requested to pay a fair share toward installation of a traffic signal at the intersection.

Table 4.5-3
Intersection Level of Service Analysis – Existing Plus Ambient Growth Plus Project

Intersection	Peak Hour	V/C Value or Delay	LOS	Increase in V/C	Sig. Impact?
Herbert Avenue/Medford Street	A.M. P.M.	0.702 0.586	C A	<u>0.00</u> <u>0.00</u>	<u>NO</u> <u>NO</u>
Herbert Avenue/Whiteside Street ^a	A.M. P.M. A.M. P.M. A.M. (ICU) P.M. (ICU)	70.0 42.8 0.702 0.584 <u>0.611</u> <u>0.482</u>	F E <u>B</u> <u>A</u>	 <u>0.00</u> <u>0.00</u>	 <u>NO</u> <u>NO</u>
Herbert Avenue/City Terrace Drive	A.M. P.M.	0.762 0.584	C A	0.03 <u>0.00</u>	NO NO
EB I-10 off ramp/Bonnie Beach Place/City Terrace Drive ^a	A.M. P.M. A.M. P.M. A.M. (ICU) P.M. (ICU)	43.0 39.7 0.946 0.786 <u>0.593</u> <u>0.476</u>	E E <u>A</u> <u>A</u>	 <u>0.00</u> <u>0.00</u>	 <u>NO</u> <u>NO</u>
Eastern Avenue/Medford Street	A.M. P.M.	0.745 0.571	C A	<u>0.04</u> <u>0.00</u>	<u>NO</u> <u>NO</u>
Paseo Rancho Castilla/Eastern Avenue/State University Drive	A.M. P.M.	0.936 0.982	E E	0.09 0.16	YES YES
Eastern Avenue/EB-10 off ramp ^b	A.M. P.M.	0.603 0.678	B B	<u>0.00</u> <u>0.00</u>	NO NO
Eastern Avenue/I-10 off ramp/NB and SB I-710 on ramp/Ramona Boulevard	A.M. P.M.	0.912 0.963	E E	0.03 0.02	YES YES
Eastern Avenue/City Terrace Drive	A.M. P.M.	1.236 <u>1.119</u>	F F	0.01 0.01	<u>YES</u> <u>YES</u>

Source: Kaku Associates, Inc., May 2006 (see Appendix F).

^a Through Vehicle Equivalency adjustment per LADPW.

^b CMA method per LADPW direction.

According to County guidelines, for intersections with LOS above C baseline V/C ratio is assumed as 0.710. Therefore, if any resulting increase in V/C is negative, zero change is shown.

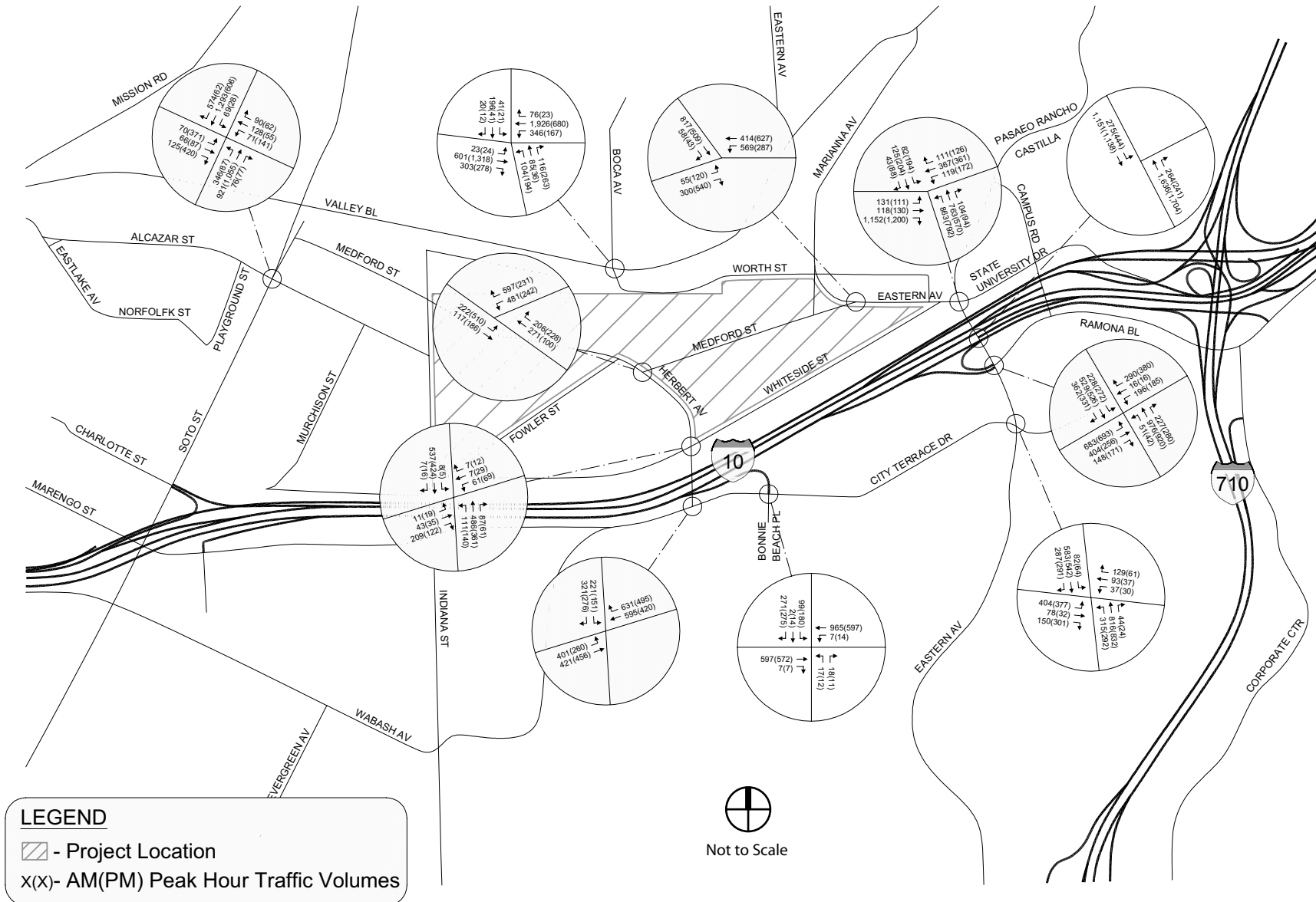
Note: City of Los Angeles criteria only consider “cumulative + project” conditions; therefore, the two intersections within the City of Los Angeles (Worth Street/Boca Avenue/Valley Boulevard and Soto Street/Alcazar Street) are discussed for cumulative impacts under Impact T-3.

T-1(b) Bonnie Beach Place/Eastbound I-10 Off-ramp and City Terrace Drive.

This intersection does not have a significant impact. However, it meets the Manual on Uniform Traffic Control Devices signal warrants for installation of a traffic signal under existing conditions. Plan area developments may be requested to pay a fair share toward installation of a traffic signal at the intersection.

T-1(c) Eastern Avenue and Ramona Boulevard and I-10/I-710 Ramps.

Restripe the eastbound approach to provide for one left-turn, one shared through/left, and one shared through/right-turn lane. Caltrans right-of-way would be required, as this mitigation measure would require widening of the eastbound I-10 off-ramp. Traffic signal phasing would also need to be changed to accommodate the eastbound left-turn movements.



Existing + Ambient Growth + Project
Peak Hour Traffic Volumes

Source: KAKU Associates, March 2006.

Figure 4.5-5

LACDC

- T-1(d) Eastern Avenue and City Terrace Drive.** Restripe the eastbound approach to provide one shared through/left, one through, and one shared through/right-turn lane. This would require parking removal on the south side of the curb. Since the existing sidewalk is 15 feet wide, additional roadway width could be obtained by taking portion of the sidewalk.

Significance After Mitigation. Levels of service with mitigation measures are summarized in Table 6A of the traffic study in Appendix F. With implementation of the recommended improvements, significant project impacts would be reduced to a less than significant level at two study area intersections. However, no physical mitigation is available for the potential impact at the Eastern Avenue/Paseo Rancho Castillo/State University Drive intersection. Therefore, the impact at that intersection would be unavoidably significant. In addition, mitigation for the Eastern Avenue/Ramona Boulevard/I-10/I-710 ramps intersection would require Caltrans approval. Therefore, implementation of that measure cannot be assured and the impact at that intersection could be unavoidably significant. As mentioned above, traffic conditions would need to be monitored over time and the above mitigation measures would need to be implemented on an as needed basis. Depending upon the locations and sizes of individual future developments, mitigation may need to be adjusted or may never be needed.

- Impact T-2 Project-generated traffic would not cause traffic levels to degrade below CMP standards at CMP intersections. This is considered a Class III, less than significant impact.**

The Congestion Management Program (CMP) was created statewide from the approval of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- *At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed Project will add 50 or more vehicle trips during either AM or PM weekday peak hours.*
- *At CMP mainline freeway-monitoring locations, where the Project will add 150 or more trips, in either direction, during the either the AM or PM weekday peak hours.*

For the purpose of a CMP TIA, a project impact is considered significant if the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing or worsening LOS F ($V/C > 1.00$). Under these criteria, a project would not be considered to have a regionally significant impact if the analyzed facility is operating at LOS E or better after the addition of the project traffic. If the facility is operating, however, at LOS F with project traffic and the incremental change in the V/C ratio caused by the project is 0.02 or greater, the project would have a significant impact.

Freeway Impacts. A regional analysis was conducted to quantify potential impacts of the project traffic on the regional freeway system. This assessment included the San Bernardino Freeway (I-10), the Long Beach Freeway (I-710), and the Pomona Freeway (SR-60) at the following CMP freeway monitoring locations:

- *San Bernardino Freeway (I-10) at the East Los Angeles city limit*
- *San Bernardino Freeway (I-10) at Atlantic Boulevard*
- *Long Beach Freeway (I-710) south of Route 60*
- *Pomona Freeway (I-60) east of Indiana Street*

The following traffic scenarios were analyzed for the CMP freeway segments:

- *Existing Conditions - Analysis of existing freeway traffic volumes*
- *Existing plus Ambient Conditions - Analysis of future freeway traffic volumes without the proposed project*
- *Existing plus Ambient plus Project Conditions - Analysis of future freeway traffic volumes with addition of traffic expected to be generated by the proposed project*
- *Existing plus Ambient plus Project plus Cumulative Conditions - Analysis of future freeway traffic volumes with addition of traffic expected to be generated by the proposed project and cumulative projects*

Table 8 of the traffic study in Appendix F summarizes the demand to capacity (D/C) ratios for these various scenarios as well as the impacts of projected traffic growth within the plan area. As indicated in that table, project-related traffic would not create significant impacts at any of the freeway monitoring locations.

CMP Arterial Monitoring Intersection Impacts. The intersections of Fremont Avenue/Valley Boulevard and I-710 northbound off-ramp/Valley Boulevard are CMP arterial monitoring stations. In accordance with the CMP guidelines, since plan area development is not expected to add 50 or more trips during either the A.M. or P.M. weekday peak hours of adjacent street traffic, a CMP arterial monitoring intersection analysis is not required.

Transit Impacts. The CMP guidelines require that an analysis be conducted to assess the potential impact of the plan area development on the public transit system. The analysis requires that the number of peak hour transit trips generated by the project be estimated and compared to the peak hour capacity of the transit lines serving the project site. This information is used to assess the potential impact of these additional transit trips on the bus system.

As required by the 2004 CMP, a review of the CMP transit service was conducted. As previously discussed, transit services are provided in the vicinity of the proposed project. The project trip generation was adjusted by values set forth in the CMP (i.e., person trips equal to 1.4 times vehicle trips, and transit trips equal to 3.5% of the total person trips) to estimate transit trip generation. Pursuant to CMP guidelines, plan area development is projected to generate demand of 29 transit trips (22 inbound trips and 7 outbound trips) during the weekday A.M. peak hour. During the weekday P.M. peak hour, plan area development is projected to generate demand of 45 transit trips (16 inbound trips and 29 outbound trips). Over a 24-hour period, plan area development is projected to generate a demand of 372 daily transit trips. The calculations are as follows:

- *Morning peak hour trips* = $592 \times 1.4 \times 0.035 = 29$ transit trips
- *Afternoon peak hour trips* = $923 \times 1.4 \times 0.035 = 45$ transit trips
- *Daily trips* = $7,593 \times 1.4 \times 0.035 = 372$ transit trips

Impacts to public transit services would be considered significant if the project results in a substantial increase in ridership on the existing public transit system, creating capacity shortages on the system and necessitating system improvements to accommodate additional transit service. Given the large number of existing transit services in the area and the level of peak hour trip generation expected, a significant impact on the transit system is not anticipated.

Mitigation Measures. No mitigation is required.

Significance After Mitigation. CMP impacts would be less than significant without mitigation.

c. Cumulative Impacts.

Impact T-3 Cumulative + project traffic would potentially result in significant impacts at 7 of 11 study area intersections. Impacts at all but one intersection can be reduced to below a level of significance. However, the cumulative impact at the Paseo Rancho Castilla/Eastern Avenue/State University Drive intersection cannot be mitigated. In addition, mitigation for three other intersections would require Caltrans or City of Los Angeles approval, which cannot be assured. Cumulative impacts at these locations are considered Class I, *unavoidably significant*.

Information on cumulative projects within a two-mile radius of the plan area was collected from the County and the City of Los Angeles. Seventeen cumulative projects were identified. They are listed in Table 3-1 in Section 3.0 and their locations are illustrated on Figure 10 in the traffic study in Appendix F. It was determined that cumulative projects such as low-density residential and small neighborhood markets would already be included in the background growth forecasted to year 2030.

Trip generation estimates for the cumulative projects were drawn from the trip generation rates contained in *Trip Generation*, 7th Edition. Cumulative projects are projected to generate a combined total of approximately 99,127 daily trips, of which approximately 6,101 and 8,055 would occur in the A.M. and P.M. peak hours, respectively. The Valley Boulevard and Alhambra Avenue Connector and Grade Separation projects would not generate cumulative project traffic. These roadway improvement projects, however, would alter the traffic patterns in the immediate vicinity of the improvement area.

Table 4.5-4 shows levels of service and impacts under the ambient growth plus project plus cumulative scenario. Figure 4.5-6 shows A.M. and P.M. traffic levels under this scenario. Seven

Table 4.5-4

**Intersection Level of Service Analysis –
Existing Plus Ambient Growth Plus Project Plus Cumulative**

Intersection	Peak Hour	V/C Value or Delay	LOS	Increase in V/C	Sig. Impact?
Herbert Avenue/Medford Street	A.M. P.M.	0.719 0.601	C B	0.01 0.00	NO NO
Herbert Avenue/Whiteside Street ^a	A.M. P.M. A.M. P.M. A.M. (ICU) P.M. (ICU)	80.5 46.8 0.715 0.598 0.618 0.492	F E B A	 0.00 0.00	 NO NO
Herbert Avenue/City Terrace Drive	A.M. P.M.	0.778 0.615	C B	0.05 0.00	YES NO
EB I-10 off ramp/Bonnie Beach Place/City Terrace Drive ^a	A.M. P.M. A.M. P.M. A.M. (ICU) P.M. (ICU)	77.5 45.9 0.977 0.814 0.596 0.485	F E A A	 0.00 0.00	 NO NO
Worth Street/Boca Avenue/Valley Boulevard ^{c, d}	A.M. P.M.	0.828 0.856	D D	0.02 0.09	YES YES
Eastern Avenue/Medford Street	A.M. P.M.	0.754 0.585	C A	0.04 0.00	YES NO
Paseo Rancho Castilla/Eastern Avenue/State University Drive ^b	A.M. P.M.	0.948 0.993	E E	0.10 0.17	YES YES
Eastern Avenue/EB-10 off ramp	A.M. P.M.	0.612 0.700	B B	0.00 0.00	NO NO
Eastern Avenue/I-10 off ramp/NB and SB I-710 on ramp/Ramona Boulevard	A.M. P.M.	0.919 0.979	E E	0.03 0.04	YES YES
Eastern Avenue/City Terrace Drive	A.M. P.M.	1.316 1.185	F F	0.09 0.08	YES YES
Soto Street/Alcazar Street ^{c, d}	A.M. P.M.	0.903 1.187	E F	0.01 0.06	YES YES

Source: Kaku Associates, Inc., May 2006 (see Appendix F).

^a Through Vehicle Equivalency adjustment per LADPW.

^b CMA method per LADPW direction.

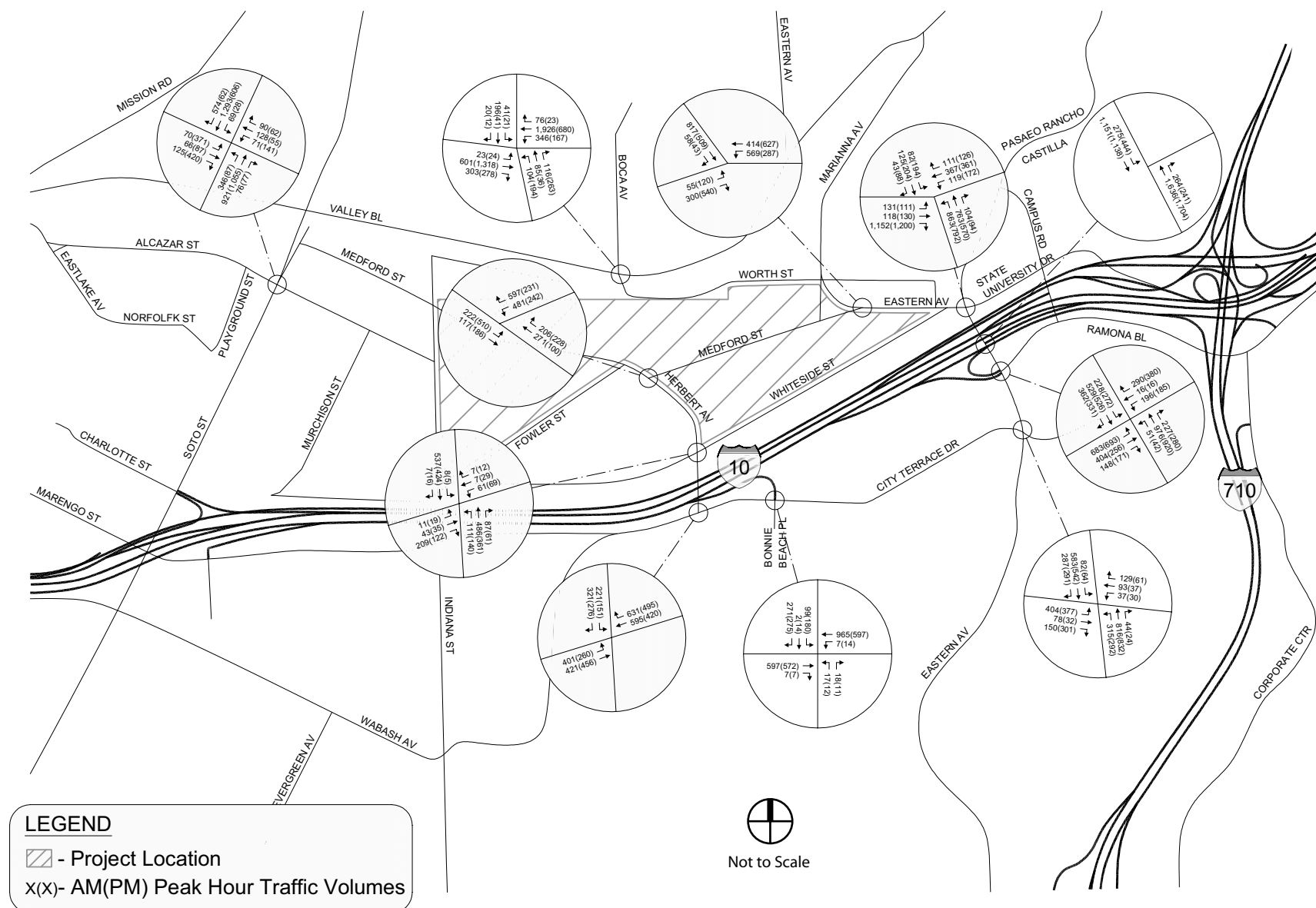
^c CMA method per LADOT requirements.

^d Intersection is currently operating under the LADOT ATSAC and ATCS system.

According to County guidelines, for intersections with LOS above C baseline V/C ratio is assumed as 0.710. Therefore, if any resulting increase in V/C is negative, zero change is shown.

of 11 intersections would experience significant cumulative impacts based on County or City of Los Angeles criteria. Impacts at these locations are considered potentially significant. It should be noted, however, that the amount and locations of future developments within the plan area are not known at this time. Therefore, the actual future impacts could vary from what is discussed herein depending upon the actual sizes and locations of future developments.

Mitigation Measures. Mitigation Measures T-1(a) through T-1(d) under Impact T-1 would also address cumulative impacts at County intersections. The following measures



Existing + Ambient Growth + Cumulative Projects
Peak Hour Traffic Volumes

Source: KAKU Associates, March 2006.

Figure 4.5-6

LACDC

would address potential impacts to the two City of Los Angeles intersections. Because the actual size and locations of possible future plan area developments is not known at this time, traffic conditions would need to be monitored over time and measures would need to be implemented on an as needed basis as development occurs within the plan area. Depending upon the location and size of individual developments, mitigation may need to be adjusted or may never be needed.

- T-3(a) Herbert Avenue and City Terrace Drive.** Restripe the eastbound approach and westbound departure to provide for two left-turn lanes and two through lanes.
- T-3(b) Eastern Avenue and Medford Street.** Restripe the northbound approach and southbound departure to provide for two left-turn lanes and one through lane in the northbound approach. This would require the removal of the raised traffic island for the southbound right-turn lane. The traffic signal located on the raised traffic island would need to be relocated or replaced. Removal of parking on the east side of the curb would also be required.
- T-3(c) Worth Street/Boca Drive and Valley Boulevard.** Restripe the northbound approach to provide for one left-turn lane and one shared through/right-turn lane. This is a City of Los Angeles intersection. The lanes would be restriped to the City's minimum lane width standards.
- T-3(d) Soto Street and Alcazar Street.** Widen the roadway to provide for one left, two through, and one shared through/right-turn lane on the northbound approach. Widen the westbound approach to provide for one shared through/left and one shared through/right-turn lane. Soto Street is designated a major highway with 100-foot right-of-way; therefore, it is assumed that the conditional improvement from the USC HNRT project to convert the southbound right-turn lane to a shared through/right-turn lane would also require the widening of the roadway on the southbound departure side to provide for three through receiving lanes. Parking on the west side of the curb south of the intersection would need to be removed. To accommodate the roadway requirements for the northbound approach widening, additional right-of-way would be required.

Significance After Mitigation. Levels of service with mitigation measures are summarized in Tables 6A and 6B of the traffic study in Appendix F. With implementation of the recommended improvements, significant cumulative impacts could be reduced to a less than significant level at 6 study area intersections. However, no physical mitigation is available for the potential impact at the Eastern Avenue/Paseo Rancho Castillo/State University Drive intersection. Therefore, the impact at that intersection would be unavoidably significant. In addition, mitigation for the Eastern Avenue/Ramona Boulevard/I-10/I-710 ramps intersection would require Caltrans approval, while mitigation for the Worth Street/Boca Avenue/Valley Boulevard and Soto Street/Alcazar Street intersections would require City of Los Angeles approval. Therefore, implementation of these measures cannot be assured and cumulative

impacts at those intersections could be unavoidably significant. As mentioned above, traffic conditions would need to be monitored over time and the above mitigation measures would need to be implemented on an as needed basis. Depending upon the location and size of individual developments, may need to be adjusted or may never be needed.

5.0 OTHER CEQA DISCUSSIONS

This section discusses the proposed redevelopment plan's potential to induce growth and the plan's potentially significant and irreversible impacts on the environment.

5.1 GROWTH INDUCING EFFECTS

Section 15126.2(d) of the *CEQA Guidelines* requires that EIRs discuss the potential for plans or projects to induce population or economic growth, either directly or indirectly. CEQA also requires a discussion of ways in which a plan or project may remove obstacles to growth, as well as ways in which a plan or project may set a precedent for future growth.

5.1.1 Population and Job Growth

The proposed Whiteside Redevelopment Plan does not involve any specific development that would generate population or job growth. However, the purpose of the proposed redevelopment plan is to foster the redevelopment of the 170-acre Whiteside area to remove blighting influences. Among the objectives of the plan is to job opportunities that would improve economic conditions in the plan area and provide jobs for local residents. To that end, it is anticipated that redevelopment activities in the area will spur new industrial, biotechnology, and/or commercial development in the area that would generate new jobs.

A portion of the tax increment collected under the redevelopment plan would be used for the development of affordable housing. However, no specific housing projects that would generate population growth are anticipated within the plan area at this time. As discussed in Section 2.0, *Project Description*, it is anticipated that the County may consider allowing mixed residential/commercial development within the plan area at some point in the future. However, depending upon its location, such development would likely require an amendment to the East Los Angeles Community Plan and/or the County Zoning Code.

Given that the area is already highly urbanized and suffers from a variety of blighting influences, is not anticipated that new population or job growth within the area would result in significant environmental effects. To the contrary, such growth is expected to generally improve environmental conditions in the area. In addition, by providing for infill development and reuse of an urbanized area, redevelopment plan implementation may incrementally reduce the pressure for new "greenfield" development at the periphery of the greater Los Angeles area. This would generally reduce the potential for adverse impacts associated with such development through the reduction of land consumption, vehicle miles traveled, and air pollutant emissions.

5.1.2 Removal of Obstacles to Growth

The proposed redevelopment plan would is intended to foster the redevelopment of a blighted area. In this way, the specific purpose of the plan is to remove blighting influences that serve as obstacles to growth in the area, as described in Section 2.0, *Project Description*. However, the plan area is in a highly developed urban portion of Los Angeles County that is already served by public utilities as water, sewer, telephone, natural gas, and electricity. The plan area is also

served by existing roadways in the area and would only require minor modifications to accommodate traffic generated by anticipated growth. As such, the proposed plan would not require major extensions or expansions of infrastructure that would accommodate new development on currently undeveloped lands.

5.1.3 Precedent Setting Potential

The Whiteside Redevelopment plan involves the development of a 170-acre area within a highly urbanized area of Los Angeles County. Because lands within and surrounding the site are already developed with residential, commercial, and industrial uses, a precedent for the development in the area has already been established. The plan involves redevelopment of an older industrial area and is consistent with other redevelopment activities that have already occurred in other portions of the East Los Angeles community. Future development within the plan area is anticipated to be consistent with the current East Los Angeles Community Plan. Therefore, redevelopment of the plan area with new industrial and commercial uses would not set a precedent for growth, but rather would enhance the existing land use pattern in the area.

5.2 SIGNIFICANT IRREVERSIBLE EFFECTS

The proposed plan is expected to enhance environmental conditions within the Whiteside area in a general sense and specifically improve conditions with respect to aesthetics, land use, and hazards. As discussed throughout Section 4.0, most of the physical environmental effects associated with projected development under the redevelopment plan can be mitigated to below a level of significance. However, no physical mitigation is available for the potentially significant traffic impact at the Eastern Avenue/Paseo Rancho Castillo/State University Drive intersection. Therefore, the impact at that intersection would be unavoidably significant. In addition, mitigation for the Eastern Avenue/Ramona Boulevard/I-10/I-710 ramps intersection would require Caltrans approval, while mitigation for the Worth Street/Boca Avenue/Valley Boulevard and Soto Street/Alcazar Street intersections would require City of Los Angeles approval. Therefore, implementation of these measures cannot be assured and cumulative impacts at those intersections could be unavoidably significant.

6.0 ALTERNATIVES

As required by Section 15126.6 of the State of California *CEQA Guidelines*, this EIR examines a range of reasonable alternatives to the proposed plan. Included in this analysis are two alternatives that involve different development configurations on the site and the CEQA-required “no project” alternative. The alternatives are listed below:

- *Alternative 1: No Project*
- *Alternative 2: No Residential Component*
- *Alternative 3: No Biotechnology Component*

6.1 ALTERNATIVE 1: NO PROJECT

Under this alternative, no redevelopment plan would be adopted and the plan area would be expected to remain in its current condition. Blighting influences present throughout the plan area would remain and no public or private investment in the area would take place.

The No Project Alternative would not preclude development from occurring within the Whiteside Redevelopment Plan area. Development could still occur under the provisions of the East Los Angeles Community Plan. However, without public investment in the area, substantial redevelopment is not expected given the historical low growth rate for the area.

6.1.1 Air Quality

The No Project Alternative would not significantly affect air quality conditions in the region. Air pollution levels could potentially increase to some degree with future development not related to this plan. Local air quality impacts associated with this alternative would be somewhat less than under the proposed plan, though air pollutant emissions associated with the proposed plan would not exceed SCAQMD thresholds and are not significant. No mitigation would be required for this alternative.

6.1.2 Hazards and Hazardous Materials

This alternative would not involve any disturbance of existing soil or groundwater contamination in the plan area, nor would it involve and demolition of structures containing asbestos or lead-based paint. Moreover, this alternative would not foster new industrial development in the area or potentially introduce new residents to the area, who may be exposed to hazards from industrial uses and transportation sources (freeways and rail lines). Therefore, the potential for human health hazards may be lower than under the proposed plan, particularly in the near term. On the other hand, it is anticipated that plan implementation would involve the cleanup of existing contamination and replacement of older industrial facilities with new light industrial development. In this way, plan implementation is expected to improve health and safety conditions in the long term. Impacts associated with this alternative would not be significant and mitigation measures recommended for the proposed plan would not apply. However, in the long term, this alternative may be considered less desirable than the proposed plan.

6.1.3 Cultural Resources

This alternative would involve no disturbance of plan area structures and thus would have no direct impact on potential historic resources. Similarly, it would not involve any ground disturbance and would have no potential to affect archaeological resources. By contrast, though no historic or archaeological resources are known to be present in the plan area, redevelopment activity could potential disturb existing structures that are more than 50 years old and as yet undiscovered archaeological resources. Impacts are lower than those of the proposed plan, though the plan's impacts can be reduced to a less than significant level through implementation of recommended mitigation measures.

6.1.4 Noise

This alternative would not be expected to generate any temporary construction noise or long-term increases in traffic noise. In addition, it would not introduce noise sensitive residences to the plan area, as could occur under the proposed plan. Therefore, although the impacts of the proposed plan can be reduced to a less than significant level, this alternative would have less impact with respect to noise. No mitigation would be required for this alternative.

6.1.5 Traffic and Circulation

This alternative would generate no additional traffic and thus would have no impact upon the local circulation system. Thus, impacts would be lower than those of the proposed plan, which could have unavoidably significant impacts at one or more study area intersections. None of the mitigation measures recommended for the plan would apply to this alternative.

6.2 ALTERNATIVE 2: NO RESIDENTIAL COMPONENT

This alternative would eliminate the residential component from the growth projection for the redevelopment plan. Otherwise, the growth projections for this alternative would be identical to those of the proposed plan: 50,000 square feet of retail space, 82,023 square feet of biotechnology space, and 304,939 square feet of industrial space.

Though no residential component is specifically called out in the redevelopment plan, the analysis of the plan assumes that a residential component may be included as part of a future mixed residential/commercial development. As this alternative would not include this component, it would not require an Community Plan amendment or zone change, as may be required if mixed use development were to be accommodated.

6.2.1 Air Quality

This alternative would eliminate an estimated 538 daily vehicle trips, or about 7% of the total daily trips associated with the development projected for the proposed redevelopment plan. Since vehicle trips are the primary generator of emissions, overall air pollutant emissions would decline commensurately. In addition, the slight reduction in overall development would incrementally reduce overall construction-related emissions. Temporary impacts associated with the proposed plan can be mitigated and long-term impacts associated with the plan are not considered significant. Nevertheless, this alternative would have less impact, though

mitigation measures recommended for the plan would apply.

6.2.2 Hazards and Hazardous Materials

This alternative would not introduce new residences to the area. Thus, it would have less potential to expose residents to existing hazardous conditions relating to soil and groundwater contamination, industrial activity, and truck and rail traffic. Although the proposed plan's impacts can be mitigated, this alternative would have less impact. With the exception of Measure HAZ-4, mitigation measures recommended for the proposed plan would apply.

6.2.3 Cultural Resources

This alternative would have the same potential to affect historic and archaeological resources as the proposed plan. Impacts would be potentially significant, but could be reduced to a less than significant level with the mitigation measures recommended for the proposed plan.

6.2.4 Noise

This alternative would reduce overall traffic generation by about 8% as compared to the proposed plan. As such, traffic noise generation would be reduced commensurately. Similarly, construction noise would be reduced incrementally. In addition, this alternative would not introduce noise-sensitive residential uses to the area. Thus, overall noise impacts would be lower than those of the proposed plan. Nevertheless, both construction and cumulative long-term traffic impacts would be potentially significant and mitigation measures recommended for the project would apply.

6.2.5 Traffic and Circulation

Overall traffic volumes would be about 7% lower under this alternative than under the proposed plan. Thus, overall traffic impacts would be slightly lower. Nevertheless, potentially significant impacts to study area intersections would occur and all of the mitigation measures recommended for the proposed plan would apply. Similar to the proposed plan, impacts at most locations could be reduced to a less than significant level; however, unavoidably significant impacts could remain at one or more intersections.

6.3 ALTERNATIVE 3: NO BIOTECHNOLOGY COMPONENT

The assumptions for this alternative are identical to the proposed plan except that it assumes that no biotechnology component would be developed within the plan area. This alternative was selected because of uncertainties about the feasibility of fostering biotechnology development in the area. Growth assumptions for this alternative are as follows: 50,000 square feet of retail space, 304,939 square feet of industrial space, and 80 residential units.

6.3.1 Air Quality

This alternative would eliminate an estimated 665 daily vehicle trips, or about 9% of the total daily trips associated with the development projected for the proposed redevelopment plan. Since vehicle trips are the primary generator of emissions, overall air pollutant emissions would

decline commensurately. In addition, the approximately 80,000 square foot reduction in overall development would incrementally reduce overall construction-related emissions. This alternative's impact would be lower than that of the proposed plan, though mitigation measures recommended for the plan would apply.

6.3.2 Hazards and Hazardous Materials

This alternative would incrementally reduce overall development potential within the plan area, but would still potentially introduce a residential component. The elimination of the biotechnology component may incrementally reduce the potential to generate hazardous emissions, though any new development would comply with existing local, state, and federal regulations pertaining to the use and transport of hazardous materials. Overall, hazard impacts associated with this alternative are about the same as those of the proposed plan.

6.3.3 Cultural Resources

This alternative would have the same potential to affect historic and archaeological resources as the proposed plan. Impacts would be potentially significant, but could be reduced to a less than significant level with the mitigation measures recommended for the proposed plan.

6.3.4 Noise

This alternative would reduce overall traffic generation by about 9% as compared to the proposed plan. As such, traffic noise generation would be reduced commensurately. Similarly, construction noise would be reduced incrementally. This alternative would still introduce noise-sensitive residential uses to the area. Overall noise impacts would be slightly lower than those of the proposed plan. Nevertheless, both temporary construction impacts and long-term impacts would be potentially significant. Mitigation measures recommended for the proposed plan would apply.

6.3.5 Traffic and Circulation

Overall traffic volumes would be about 9% lower under this alternative than under the proposed plan. Thus, overall traffic impacts would be slightly lower. Nevertheless, potentially significant impacts to study area intersections would occur and all of the mitigation measures recommended for the proposed plan would apply. Similar to the proposed plan, impacts at most locations could be reduced to a less than significant level; however, unavoidably significant impacts could remain at one or more intersections.

6.4 ALTERNATIVES CONSIDERED BUT REJECTED

No alternatives other than those discussed above were considered since all of the impacts of the proposed redevelopment plan can be reduced to a less than significant level with recommended mitigation measures.

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Project alternative could be considered environmentally superior overall since it would have no impact. However, that alternative would not fulfill the objective of redeveloping the plan area to eliminate blighting influences. Moreover, the No Project alternative would not improve aesthetic conditions in the area or foster the remediation of existing contaminated sites.

Either of the other two alternatives could be considered superior to the proposed plan in some respects. However, in actuality, these alternatives merely represent different growth assumptions rather than different plans. Overall, the “No Residential Component” alternative is considered environmentally superior since it would avoid potential hazard and noise conflicts associated with the introduction of residences to a largely industrial area.

7.0 REFERENCES and PREPARERS

7.1 REFERENCES

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7.2 AGENCIES CONTACTED

California Air Resources Board
Los Angeles County Department of Regional Planning
Los Angeles County Fire Department
Los Angeles County Public Works Department
Los Angeles County Metropolitan Transportation Authority
Los Angeles County Office of the Assessor
National Oceanic and Atmospheric Administration
South Coast Air Quality Management District
Southern California Association of Governments
Union Pacific Corporation
U.S. Environmental Protection Agency

7.3 EIR PREPARERS

This EIR was prepared by the Los Angeles County Community Development Commission, with the assistance of Rincon Consultants, Inc. Consultant staff involved in data gathering, analysis, project management, and quality control are listed below.

Rincon Consultants, Inc.

Joe Power, AICP, Principal
Walt Hamann, RG, CEG, Principal
Lacrisa Rizo-Patron, Associate Environmental Planner
Jessica Douglas, Assistant Environmental Planner
Kathy Babcock, Graphics Technician

Kaku Associates

John Stutsman, Principal
Yu-Ying Chu, Senior Engineer

Appendix A

Notice of Preparation and Responses to Notice of Preparation

Notice of Preparation

TO:

FROM:

Los Angeles County Community
Development Commission
2 Coral Circle
Monterey Park, CA 91755

Subject: **Notice of Preparation of a Draft Environmental Impact Report**

The County of Los Angeles Community Development Commission (LACDC) will be the Lead Agency for the preparation of an environmental impact report (EIR) for the proposed Whiteside Redevelopment Area plan approval. The proposed project area is located within the City Terrace portion of the County of Los Angeles commonly referred to as "Whiteside", which is located along the Interstate 10 Freeway west of the Interstate 710 Freeway and adjacent to California State University, Los Angeles. The proposed project area is generally bounded by the City of Los Angeles communities of Boyle Heights on the west and Lincoln Heights on the north, unincorporated County territory on the south, the City of Monterey Park on the east. A project location map is attached to this notice.

Based on preliminary environmental analysis, it has been determined that the proposed project could result in potentially significant environmental effects with respect to traffic and circulation, air quality, noise, and hazards/hazardous materials. The EIR will focus mainly on those four issue areas.

We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by our agency when considering your permit or other approval of certain aspects of the project.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Donald Dean, Environmental Officer, at the address shown above. Mr. Dean can be reached at (323) 890-7186. We will need the name for a contact person in your agency.

Project Title: Whiteside Redevelopment Project Area

Lead Agency: Los Angeles County Community Development Commission

Date _____

Signature _____

Title Environmental Officer

Telephone (323) 890-7186

Prepared by: Keyser Marston Associates, Inc.
 Filename: Survey Area Boundary.ai; 01/21/05; cb



COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Creating Community Through People, Parks and Programs"

Russ Guiney, Director

October 27, 2005

Donald Dean
Environmental Officer
Community Development Commission
County of Los Angeles
2 Coral Circle
Monterey Park, California 91766-7425

Dear Mr. Dean:

**NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT
(DEIR) FOR THE WHITESIDE REDEVELOPMENT PROJECT**

The Notice of Preparation of a DEIR for the Whiteside Redevelopment Project has been reviewed for potential impact on the facilities of this Department. Development of the project as described in the Notice will not impact facilities under the jurisdiction of this Department.

Thank you for including this Department in the review of this environmental document. If we may be of further assistance, please contact Bryan Moscardini, Park Project Coordinator, at (213) 351-5133.

Sincerely,

Bryan Moscardini
Park Project Coordinator

BM(c:response-CDC Whiteside)



DONALD L. WOLFE, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

October 24, 2005

IN REPLY PLEASE
REFER TO FILE: LD-0

Mr. Donald Dean
County of Los Angeles
Community Development Commission
2 Coral Street
Monterey Park, CA 91755

Dear Mr. Dean:

WHITESIDE REDEVELOPMENT PROJECT AREA PLAN UNINCORPORATED COUNTY AREA OF CITY TERRACE

Thank you for the opportunity to review the notice of preparation for a Draft Environmental Impact Report (DEIR). We have no comments at this time but would like to review the DEIR when it is ready for public review. Please send three copies of the DEIR to:

Mr. Suk Chong
County of Los Angeles
Department of Public Works
Land Development Division
P.O. Box 1460
Alhambra, CA 91802-1460

If the DEIR is available electronically or on-line, please forward it or the link to Mr. Chong at schong@ladpw.org.

If you have any questions, please contact Mr. Chong at (626) 458-7150.

DONALD L. WOLFE
Director of Public Works

A handwritten signature in black ink, appearing to read "Rossana D'Antonio", is written over a horizontal line.

ROSSANA D'ANTONIO
Assistant Division Engineer
Land Development Division

DC:ca

P:\ldpub\CEQA\Danielle\Whiteside Redevelopment Project_nop.doc



CRA/LA

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www.crala.org

Mr. Donald Dean, Environmental Officer
Los Angeles County
Community Development Commission
2 Coral Circle
Monterey Park
CA

Subject: **Notice of Preparation of a Draft Environmental Impact Report –
Whiteside Redevelopment Project Area**

The Agency's Environmental Planning Unit acknowledges receipt of the County's Notice of Preparation (NOP) of an EIR for its Whiteside Redevelopment Project Area. As you may already know, the proposed Whiteside Redevelopment Project Area is located in close proximity to the Agency's Adelante Eastside Redevelopment Project area. As a result, implementation of your proposed redevelopment plan/project may impact the Agency's on-going and proposed redevelopment activities in the Adelante Eastside Redevelopment Project Area.

In response to your NOP the Agency requests the following:

1. That the Agency be provided with 2 copies of the Draft EIR for staff review and comments;
2. That County staff coordinates with the Agency's Planning and Project Management staff in identifying related and reasonably foreseeable future projects in the two redevelopment project areas; and
3. That the Agency and County coordinate in addressing the cumulative impacts associated with any projects identified in 2) above, and other issues of environmental concern as part of the planning and EIR process.

Should you have any questions pertaining to land uses and redevelopment activities within the Adelante Eastside Redevelopment Project area, please contact Rodolfo Bocanegra, Senior Planner at (213) 977-1789. For issues relating to EIR analysis and environmental concerns, I can be reached at (213) 977-1912.

Thank you for your cooperation and notification of the NOP.

Sincerely,

Dr. Robert Manford, City Planner

cc: Steve Valenzuela, Regional Administrator
Pauline Lewicki, Principal Planner
Al Santillanes, Project Manager
Rodolfo Bocanegra, Senior Planner

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



November 2, 2005

File No. SCH 2005101007

Donald Dean
Los Angeles Co. Community Development Commission
2 Coral Circle
Monterey Park, CA 91755

Subject: Whiteside Redevelopment Project Area

Dear Mr. Dean:

As the state agency responsible for rail safety within California, we recommend that the proposed redevelopment project be planned with the safety of the rail corridor in mind. The proposed project is near the Union Pacific Railroad Company and Southern California Regional Rail Authority-Metrolink right-of-way. The full development of the project area will increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings.


Safety considerations may include, but are not limited to, the following items:

- Grade separation of the crossings along major thoroughfares
- Fencing to limit the access of pedestrians onto the railroad right-of-way
- Improvements to warning devices at existing at-grade highway-rail crossings
- Improvements to traffic signaling at intersections adjacent to crossings
- Improvements to roadway geometry and lane striping near crossings
- Increased enforcement of traffic laws at crossings
- A safety awareness program on rail related hazards

The above-mentioned safety improvements should be considered when approval is sought for new developments; this includes mitigation measures behind those properties lining Whiteside Street and the Vineburn Avenue or Boca Avenue highway-rail at-grade crossings when accessing the proposed project site from the North. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the community.

Please advise us on the status of the project. If you have any questions in this matter, please contact me at (213) 576-7078 or at rxm@cpuc.ca.gov.

Sincerely,


Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

cc: Richard Gonzales, UP
Ron Mathieu, SCRRA

Appendix B

Environmental Assessment

HUD – NEPA – Environmental Assessment

Project Name: Whiteside Redevelopment Plan

HUD – NEPA- ENVIRONMENTAL ASSESSMENT

Project Name: Whiteside Redevelopment Plan

Project Location: The plan involves multiple sites on 133 acres, located within the unincorporated area of East Los Angeles County, California. The plan site is located in the portion of Los Angeles County, more commonly known as “Whiteside,” adjacent the City Terrace, along the Interstate 10 Freeway. The plan is bounded by Indiana Street to the west, Interstate 10 Freeway and Fowler Street to the south, Eastern Avenue to the east, and the unincorporated County boundary to the north. The sites include the blocks of Whiteside Street, North Herbert Avenue, Medford Street, Fowler Street, Miller Avenue, Knowles Avenue, North Bonnie Beach Place, and Fishburn Avenue, North Ditman Avenue, North Marianna Avenue, Worth Street, Eastern Avenue, Marney Avenue, Lansdowne Avenue, Tim Avenue, and Barnett Road. Figure 1 shows the regional location of the plan, and Figure 2 shows the location of the plan within the unincorporated County of Los Angeles.

Assessor’s Parcel Number(s): 5224-007-001 (northwest corner), 5224-016-006 (southwest corner), 5223-028-904 (northeast corner), and 5223-036-013 (southeast corner).

Statement of Need: The plan is consistent with the guidelines of the Community Development Block Grant (CDBG) program. The proposed plan would enable the attainment of the purposes of the California Redevelopment Law (CRL) by providing the County with the ability to eliminate existing physical and economic blighting conditions within the 133-acre plan area. Blighting conditions identified within the plan area include:

- Structural deterioration and dilapidation
- Defective design and physical construction
- Substandard design
- Buildings of inadequate size
- Parking deficiencies
- Poor site conditions and site deficiencies
- Incompatible land uses
- Lots of irregular shape and inadequate size
- Depreciated or stagnant assessed values
- Low industrial property sales

HUD – NEPA – Environmental Assessment

Project Name: Whiteside Redevelopment Plan

- Low industrial lease rates
- Residential overcrowding
- Lack of commercial facilities
- High crime rate

Project Description: The majority of the plan area includes existing industrial development. Commercial and residential developments are also present. The proposed plan involves the creation of a new redevelopment plan area for the purpose of implementing redevelopment projects and programs designed to: (1) upgrade public facilities and infrastructure; (2) promote and facilitate economic development and job growth, including the emerging biomedical industry; and (3) generally improve the quality of life for residents, and business and property owners within the limits of the proposed plan area. Anticipated changes within the plan area are expected to include improved access, improved employment, expanded economic development, and upgraded public infrastructure.

The proposed redevelopment plan would not involve any changes to the General Plan land use designations or zoning of properties within the plan area, nor would it directly involve any private development. However, it is intended to foster private development within the plan area through implementation of improvements to area infrastructure. For purposes of environmental analysis, it has been estimated that adoption of a redevelopment plan for the 133-acre area would foster the development of up to 436,962 square feet of new non-residential development over the next 30 years, including an estimated 304,939 square feet of industrial development, 82,023 square feet of biotechnology development, and 50,000 square feet of commercial (shopping center) development. Although residential uses are not allowed within the current industrial land use designations that apply to most of the plan area, the Los Angeles County Planning Commission has expressed an interest in fostering mixed use (residential/commercial) development within the plan area at some point in the future. Therefore, although no General Plan amendment or zone change is being sought at this time, the analysis of environmental impacts also assumes that up to 80 residential units may be developed within the plan area over the course of the 30-year redevelopment plan. The methodology used to derive these growth estimates is included in the appendix to this Environmental Assessment.

HUD - NEPA - Environmental Assessment

Project Name: Whiteside Redevelopment Plan

Impact Categories	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires Documentation Only	Potentially Adverse Requires More Study	Needs Mitigation	Requires Project Modification	Source or Documentation (See Attached References)
Land Development							
Conformance With Comprehensive Plans and Zoning	X						<p>The entire redevelopment plan area is located within unincorporated Los Angeles County. Most of the area is zoned M-2, heavy manufacturing. Portions of the area along the south side of Fowler Street, Medford Street, and Bonnie Beach Place are zoned M-1, light manufacturing. A portion of the site along the north side of Eastern Avenue is zoned C-3, unlimited commercial; C-2, neighborhood business; R-2, two family residences; R-3, limited multiple residential (along North Bonnie Beach Place as well); and IT, institutional.</p> <p>No amendments to the General Plan or Zoning Code are proposed as part of the redevelopment plan. It is anticipated that the plan area would undergo further industrial, biotechnology, and/or commercial development in accordance with the proposed redevelopment plan. Such uses would be consistent with the current General Plan designations and zoning for most of the area (a) (b). Though not specifically proposed, it is possible that mixed residential/commercial development may occur at some point over the 30-year redevelopment plan. A General Plan amendment and zone change would be needed to place residential uses within areas with industrial land use designations and zoning. If such amendments are needed to accommodate a future development proposal, they would be sought at that time and subject to additional environmental review.</p>
Compatibility and Urban Impact	X						<p>The redevelopment plan area is located in unincorporated Los Angeles County and is bounded to the north, west, and south by industrial uses, to the south by commercial uses, and to the north, west, and south by residential uses. To the east of the site is the California State University, Los Angeles. The proposed redevelopment plan would encourage the redevelopment of portions of the plan area, but does not involve any changes to the General Plan land use designations or zoning for the plan area. As such, future development projects would comply with current land use regulations governing the area. The general plan area contains numerous industrial facilities, and the proposed plan would be in keeping with the general usage of the area. Therefore, the plan would not be expected to pose any significant compatibility conflicts with the scale and type of surrounding development. Any mixed residential/commercial projects that may be considered in the future would require a General Plan amendment and zone change and would be subject to further environmental review (b).</p>

HUD - NEPA - Environmental Assessment

Project Name: Whiteside Redevelopment Plan

Impact Categories	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires Documentation Only	Potentially Adverse Requires More Study	Needs Mitigation	Requires Project Modification	Source or Documentation (See Attached References)
Slope	X						The redevelopment plan area is generally flat, except for lots along Eastern Avenue and Fowler Street. Future development is not expected to involve major topographic modifications or create any significant erosion or sedimentation problems (b). Any future development in the area would be subject to the requirements of the Los Angeles County Grading Ordinance as well as the California Building Code (CBC). Implementation of standard requirements on all new development would address any concerns about slope stability.
Erosion	X						There is no evidence of any substantial erosion problems within the redevelopment plan area, except at one vacant lot along Fowler Street that would not be optimal for redevelopment (b). Any future projects within the redevelopment plan area would be subject to the Los Angeles County Grading Ordinance as well as the requirements of the County's Stormwater Ordinance, addresses provisions that apply to the discharge, deposit or disposal of any stormwater and/or runoff to the storm drain system and/or receiving waters within any unincorporated area covered by the National Pollutant Discharge Elimination System (NPDES) municipal stormwater permit. The County has developed a Model Program that provides guidance that permittees can follow to implement their own programs in compliance with the County NPDES Permit. (c)
Soil Suitability	X						There is no evidence of soil suitability problems within the redevelopment plan area. No identified active faults cross through the redevelopment plan area (d) and no portion of the plan area is identified as a landslide hazard zone (e). Much of the plan area is potentially subject to liquefaction (e). However, the 1997 Uniform Building Code (UBC) and the 1998 California Building Code (CBC) include building standards to ensure that the design and construction of new structures are engineered to withstand the expected ground acceleration that may occur. Earthquake resistant designs include such measures as concrete framing, flexible building diaphragms, anchoring concrete or masonry wall, framing below the base, building separation and collector elements for seismic stresses. The calculated design base ground motion for individual developments within the redevelopment plan area should take into consideration the soil type, potential for liquefaction, and the most current and applicable seismic attenuation methods that are available. Compliance with CBC requirements on all new development would address concerns relating to soils and geology.

HUD - NEPA - Environmental Assessment

Project Name: Whiteside Redevelopment Plan

Impact Categories	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires Documentation Only	Potentially Adverse Requires More Study	Needs Mitigation	Requires Project Modification	Source or Documentation (See Attached References)
Hazards and Nuisances, Including Site Safety					X		The potential presence of soil and/or groundwater contamination within the redevelopment plan area and asbestos and lead within the older buildings in the plan area has the potential to adversely affect future construction workers, as well as local residents and employees. New development within the redevelopment plan area could also include industrial and biotechnology facilities that use hazardous materials. The proposed redevelopment plan would potentially accommodate residential development in the vicinity of the current and future industrial development. The use of hazardous materials in industrial facilities and transport of hazardous materials adjacent to residences has the potential to result in adverse impacts to human health and safety. Demolition of buildings and reconstruction will be required to comply with applicable laws and regulations of the Los Angeles County and State of California in order to reduce impacts associated with hazards. One of the objectives of the redevelopment plan is to clean up the contaminated industrial sites within the redevelopment plan area. By cleaning up contaminated sites, current redevelopment plan area employees, residents, and visitors will gain long-term health benefits. In this way, the redevelopment plan has beneficial impacts as well. However, mitigation will be required to lessen the impacts of current and future hazards to construction workers, residents, and employees of the area (f) (u) (v).
Energy Consumption	X						New development within the redevelopment plan area would incrementally increase energy consumption. However, because these resources are available both locally and regionally, no significant impact to the availability of energy resources is expected. All future development within plan area would comply with the energy conservation requirements of Title 24 of the California Administrative Code.
Noise							
Effects of Ambient Noise on Project and Contribution to Community Noise Levels					X		Individual project construction would intermittently generate high noise levels in and adjacent to the plan area. This may affect sensitive receptors near the area. Individual project-generated traffic would incrementally increase noise levels on roadways in the plan vicinity. Noise generated by roadway traffic, rail activity, and industrial activity exceeds 65 dBA Ldn throughout much of the plan area. Therefore, any new residences introduced to the area could potentially be subject to noise exceeding HUD residential standards (w, cc).
Air Quality							

HUD - NEPA - Environmental Assessment

Project Name: Whiteside Redevelopment Plan

Impact Categories	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires Documentation Only	Potentially Adverse Requires More Study	Needs Mitigation	Requires Project Modification	Source or Documentation (See Attached References)
Effects of Ambient Air Quality on Project and Contribution to Community Air Pollutant Levels					X		<p>The redevelopment plan area is located in the South Coast Air Basin, which is a nonattainment area for ozone, carbon monoxide, and fine particulate matter (PM₁₀). Construction workers, residents, and employees would therefore be exposed to potentially unhealthful ambient air because this regional condition cannot be feasibly mitigated.</p> <p>Construction of individual projects within the plan would generate temporary emissions of air pollutants. Maximum daily emissions of ozone precursors could potentially exceed South Coast Air Quality Management District (SCAQMD) thresholds; therefore, mitigation would be required for plan area construction activities. Operation of the individual projects within the plan would increase air pollutant emissions within the South Coast Air Basin. However, emissions would be less than SCAQMD significance thresholds (g, x, cc).</p>
Environmental Design and Historic Values							
Visual Quality - Coherence, Diversity, Compatible Use, and Scale		X					<p>The redevelopment plan area includes of a mix of older industrial facilities, single-family/multiple family residential developments, and commercial development. Existing buildings in the area do not reflect a consistent architectural style and are generally of low visual quality. Much of the existing development in the plan area is suffering from deferred maintenance. Landscaping is largely lacking from much of the area (b).</p> <p>One of the objectives of the redevelopment plan is to improve the visual character of the area through implementation of various public improvements. These improvements are intended to foster private investment in the area, which will replace existing vacant lots and dilapidated buildings with attractive new light industrial and commercial development. Redevelopment activity may generally increase the intensity of development within the plan area; however, new development would need to be consistent with the current General Plan land use designations and zoning. In general, it is anticipated that redevelopment activity would improve visual conditions in the area.</p>
Historic, Cultural, and Archaeological Resources					X		<p>Historic and architectural evaluations have been completed and are attached as appendices to this environmental assessment. Potential historic resources, of which there are 60 within the plan area, may be subject to demolition, destruction, relocation, or alterations in connection with the Whiteside Redevelopment Plan (y). Mitigation is required on a case-by-case basis to reduce impacts associated with cultural resources. The plan is</p>

HUD - NEPA - Environmental Assessment

Project Name: Whiteside Redevelopment Plan

Impact Categories	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires Documentation Only	Potentially Adverse Requires More Study	Needs Mitigation	Requires Project Modification	Source or Documentation (See Attached References)
							not expected to disturb archaeological resources; nevertheless, if previously unidentified archaeological resources are identified during grading or construction, work will need to be temporarily suspended while the find is evaluated by a qualified archaeologist (dd).
Socioeconomic Conditions							
Demographic/Character Changes		X					<p>The proposed redevelopment plan may generate job growth in the area by fostering new industrial and/or commercial development. The projected amount of industrial, biotechnology (R&D), and commercial development projected for the redevelopment plan area would generate an estimated 1,078 jobs (h). These new employment opportunities would be expected to have generally beneficial effects on the character of the area.</p> <p>If mixed use development is allowed in the plan area at some point in the future, it could increase the population of the area. Based upon the 80 units assumed for this environmental analysis and the current average household size in unincorporated Los Angeles County (3.088 persons/household), the increase would be 247 persons (i). This number of new residents would not fundamentally alter the demographic character of the area or the region.</p>
Displacement			X				<p>The redevelopment plan area includes a mix of industrial and commercial uses that could potentially be displaced by redevelopment activity. It is anticipated that future redevelopment activity would primarily be limited to the industrially and commercially zoned portions of the plan area; therefore, though a limited number of residences are within the plan area, it is unlikely that any would be displaced. If residents are displaced by future redevelopment activity, they would receive relocation assistance in accordance with state and federal requirements.</p>
Employment and Income Patterns		X					<p>One of the primary purposes of the proposed redevelopment plan is to foster business development, which would be expected to produce new jobs. As noted above under "Demographic/Character Changes," the projected amount of new industrial, biotechnology, and commercial development would generate an estimated 1,078 new jobs. This would have a beneficial effect on employment and income patterns in the area.</p>
Community Facilities and Services							
Educational Facilities	X						<p>The plan area is served by the Los Angeles Unified School District (LAUSD). There are no schools in the immediate vicinity of the plan area. The proposed redevelopment plan would not directly affect schools or increase</p>

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Impact Categories	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires Documentation Only	Potentially Adverse Requires More Study	Needs Mitigation	Requires Project Modification	Source or Documentation (See Attached References)
							enrollment in schools in the area. No residential development is proposed at this time, but the 80 units assumed to be added throughout the area over the life of the redevelopment plan for purposes of analysis would incrementally increase enrollment at area public schools. All future developments – both residential and non-residential – would be required to pay school impact fees in accordance with Senate Bill 50. Continued collection of state-mandated fees on new development would address both direct and indirect impacts to school enrollment. Significant impacts to educational facilities are not anticipated (k).
Commercial Facilities		X					The proposed redevelopment plan is intended to foster new development in the area, with an emphasis on industrial, biotechnology, and commercial development. Redevelopment of individual properties could result in the displacement of some businesses, but the overall effect on commercial facilities in the area would be positive as new development would be expected to improve the customer base for existing businesses and provide new jobs and retail shopping opportunities for area residents.
Health Care	X						Los Angeles County-USC Medical Center is located less than one mile west of the plan area and would provide emergency medical service to area residents (l). The proposed redevelopment activities would primarily generate non-residential development in the area, which would not be expected to affect health care. The limited number of new residences projected for the area (80 units) would not significantly affect health care service.
Social Services	X						The proposed redevelopment plan is intended to help provide improvements in the area and increase services available to area residents. It is not expected to adversely affect social services.
Solid Waste	X						New development within the redevelopment plan area would generate additional solid waste. However, all development would be subject to existing County requirements pertaining to solid waste reduction and recycling. Waste generated within the plan area would continue to be landfilled in one of several regional facilities. Significant impacts are not anticipated.
Waste Water	X						One of the purposes of the proposed redevelopment plan is to upgrade infrastructure in order to foster business development. However, the County of Los Angeles Public Works Department has reported no deficiencies with respect to water conveyance infrastructure in the area (m). Because future development within the redevelopment plan area would be consistent with the current General Plan and Zoning Code, it is anticipated that existing wastewater infrastructure in the area has been adequately

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Impact Categories	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires Documentation Only	Potentially Adverse Requires More Study	Needs Mitigation	Requires Project Modification	Source or Documentation (See Attached References)
							<p>sized to accommodate such development. Any minor upgrades needed to serve individual developments would be implemented as needed. Individual developments would be required to pay standard sewer connection fees.</p> <p>Growth projected for the redevelopment plan area would generate an estimated 305,054 gallons per day. This wastewater would be treated at the Joint Water Pollution Control Facility in Carson, which is operated by the Los Angeles County Sanitation Districts (LACSD). The projected increase associated with growth anticipated under the redevelopment plan is well within the available capacity of the 385 million gallons per day (n).</p>
Storm Water	X						<p>The redevelopment plan area currently contains a mix of industrial, commercial, and residential uses, as well as several vacant properties. Much of the area, particularly the industrial properties, is already paved. As such, new development that could be accommodated under the redevelopment plan generally would not be expected to substantially alter drainage patterns in the area. The drainage system is in place and the County of Los Angeles Department of Public Works has not reported any storm drain deficiencies in the area (m).</p> <p>Any minor system upgrades needed to accommodate individual future development projects would be implemented as needed. All future developments would be subject to the requirements of the County's Stormwater Ordinance, which addresses provisions that apply to the discharge, deposit, or disposal of any stormwater and/or runoff to the storm drain system and/or receiving waters within any unincorporated area covered by the National Pollutant Discharge Elimination System (NPDES) municipal stormwater permit. The County has developed a Model Program that provides guidance that permittees can follow to implement their own programs in compliance with the County NPDES Permit (c). Implementation of these requirements on all new development would reduce impacts to the area storm drain system to a less than significant level.</p>
Water Supply					X		<p>Water service is provided to the proposed redevelopment plan area by the California Water Service Company, East Los Angeles District, which obtains water from the Metropolitan Water District of Southern California (MWD) and local wells (p). Projected growth in the area due to redevelopment activities would incrementally increase local water consumption as compared to current conditions. Based upon 110% of the wastewater generation estimate above, the overall demand increase associated with new</p>

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Impact Categories	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires Documentation Only	Potentially Adverse Requires More Study	Needs Mitigation	Requires Project Modification	Source or Documentation (See Attached References)
							development is estimated at 335,559 gallons per day, or 376 acre feet per year. However, future growth would be consistent with the County General Plan land use designations and therefore would be within the planning parameters upon which MWD projections of future water demand are based. The MWD's Draft Urban Water Management Plan projects that water supplies will be adequate to serve projected regional growth in the Los Angeles area through at least 2030 during average, dry, and multiple dry years (q). Therefore, water regional water supplies would be adequate to serve projected growth within the redevelopment plan area.
Public Safety Police	X						The Los Angeles County Sheriff's Department's East Los Angeles station provides police protection services in the vicinity of the redevelopment plan area. The station is located at 5019 E. Third Street in East Los Angeles, approximately three and a half miles south of the plan area (r). Implementation of redevelopment plan activities is anticipated to remove blighting influences such as dilapidated buildings, and foster new development that brings jobs and retail shopping opportunities to a blighted area of Los Angeles County. It is anticipated that the removal of blighting influences due to redevelopment activities would generally reduce crime rates in the area.
Fire	X						The Los Angeles County Fire Department Station 1 would provide fire protection, paramedic, and emergency medical technician services to the redevelopment plan area. The station is located at 1108 North Eastern Avenue, in the City of East Los Angeles, approximately one and a quarter mile south of the proposed plan site. The proposed plan would incrementally increase the demand for fire protection services; however, all new development is anticipated to incorporate applicable Fire Code requirements. Replacement of older structures not built to current Code requirements with new development that meets current Codes would be expected to generally reduce fire hazards in the area. No adverse impacts to fire protection services are anticipated (r, s).
Emergency Medical	X						The Los Angeles County Fire Department provides emergency medical service to the plan area. Emergency victims would be taken to the Los Angeles County-USC Medical Center emergency room, which is less than one mile from the plan area. The proposed redevelopment plan would not directly affect emergency medical service. The limited number of new residences projected for the area (80 new residences added over 30 years) would not substantially alter the demographic character of the area or increase demands for emergency medical service. No

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Impact Categories	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires Documentation Only	Potentially Adverse Requires More Study	Needs Mitigation	Requires Project Modification	Source or Documentation (See Attached References)
							impacts to emergency medical service are anticipated (s).
Open Space And Recreation							
Open Space	X						The redevelopment plan area is in a highly urbanized area lacking public open space. The proposed redevelopment plan would not adversely affect any areas designated as public open space (b, r).
Recreation	X						Nearby recreational areas include City Terrace Park, approximately one half mile to the south, Eugene Obregon Park, approximately two and one-quarter miles to the south, and Belvedere Park, approximately three miles to the south (r). The proposed redevelopment plan would not directly affect these facilities and is not expected to generate substantial increases in demand for recreational facilities.
Cultural Facilities	X						No known cultural facilities are located within or adjacent to the plan area. The redevelopment plan would not adversely affect any cultural facilities (b).
Transportation	X						Growth projected under the redevelopment plan would generate an estimated 7,593 daily vehicle trips, including 592 A.M. peak hour trips and 923 P.M. peak hour trips. A traffic study conducted in conjunction with this EA concluded that project-generated traffic would create significant impacts at 10 local intersections based on County and City of Los Angeles criteria (ee). However, impacts would not be regionally significant or exceed any adopted HUD standards. Future project applicants within the plan area would be required to comply with all mitigation programs required locally in accordance with the California Environmental Quality Act, including the mitigation measures listed at the end of this Environmental Assessment.
Natural Features							
Water Resources	X						No water resources are located in or adjacent to the plan area. The proposed redevelopment plan would not affect water resources (b, r).
Surface Water	X						No surface water is located within or adjacent to the plan area. Therefore, no impacts to surface water would occur (b, r).
Watercourses	X						There are no watercourses within or adjacent to the plan area. No impact to watercourses is anticipated (b, r).
Unique Natural Features and Agricultural Lands	X						The proposed redevelopment plan is in a highly urbanized area that lacks natural features. No active agricultural lands or agriculturally zoned lands are present within the plan area (b).

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Impact Categories	No Impact Anticipated	Potentially Beneficial	Potentially Adverse Requires Documentation Only	Potentially Adverse Requires More Study	Needs Mitigation	Requires Project Modification	Source or Documentation (See Attached References)
Vegetation and Wildlife	X						The redevelopment plan area is in a highly urbanized portion of Los Angeles County. No important biotic communities are present and no special wildlife was observed within the plan area. Therefore, the plan would not significantly affect vegetation or wildlife (b).
Long-Term Effects							
Growth-Inducing Impacts	X						The proposed redevelopment plan is specifically intended to foster the redevelopment of the plan area, which suffers from blighting conditions. As such, the plan is expected to induce job growth in the area and, to a lesser degree, may foster residential growth as well. However, projected growth within the plan area would be consistent with the County General Plan and, therefore, would be within regional growth projections. By fostering the redevelopment of a blighted area within a highly urbanized portion of Los Angeles, the plan may incrementally reduce pressure for "greenfield" development at the periphery of the Los Angeles metropolitan area.
Cumulative Effects					X		The proposed redevelopment plan is expected to foster industrial and commercial development in a highly urbanized area. Projected growth would incrementally contribute to the cumulative effects of growth throughout the Los Angeles region. Significant cumulative traffic impacts would occur at several area intersections based on local criteria (ee). However, by fostering infill development in an already urbanized area, the plan may reduce the overall effect of cumulative growth as compared to continued "greenfield" development at the periphery of the metropolitan area.

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Area of Statutory/ Regulatory Compliance	Not Applicable To this Project	Consultation Required and Completed	Permits Required and Obtained	Project Consistent with Applicable Policies	Conditions and/or Mitigation Actions Required	Note Compliance Documentation
1. Historic Properties 36 CFR 800 (CDBG) 36 CFR 801 (UDAG)					X	Historic and architectural assessments have been conducted and are attached as appendices to this environmental assessment. . Potential historic resources, of which there are 60 within the plan area, may be subject to demolition, destruction, relocation, or alterations in connection with the Whiteside Redevelopment Plan (y). Mitigation is required on a case-by-case basis to reduce impacts associated with cultural resources. Though archaeological resources are not known onsite, work should be halted temporarily in the event that as yet undiscovered resources are uncovered during grading (dd).
2. Floodplain Management 42 FR 26951	X					The redevelopment plan site is located within flood zone X, FEMA panel 0650043-0850B, indicating minimal flood potential, as the plan area lies outside the 500-year flood zone (aa).
3. Wetlands Protection 42 FR 26951	X					The plan area is in a highly urbanized portion of Los Angeles County. No wetlands are located on or near the redevelopment plan site (b).
4. Coastal Zone Plan 16 U.S.C. 1451	X					The redevelopment plan area is not located within a coastal zone (b, r).
5. Sole Source Aquifers 42 U.S.C. 201, 300(g) and 21 U.S.C. 349	X					There are no sole source aquifers in the plan vicinity. No impact to primary drinking water sources would occur.
6. Endangered Species 16 U.S.C. 1531	X					The redevelopment plan area is in a highly urbanized portion of Los Angeles County. No endangered species are located in the area (b).
7. Wild and Scenic Rivers 16 U.S.C. 1271	X					No wild or scenic rivers are located in the vicinity of the plan area (b).

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Area of Statutory/ Regulatory Compliance	Not Applicable To this Project	Consultation Required and Completed	Permits Required and Obtained	Project Consistent with Applicable Policies	Conditions and/or Mitigation Actions Required	Note Compliance Documentation
8. Air Quality Protection 42 U.S.C. 7401				X		<p>The redevelopment plan area is located in the South Coast Air Basin, which is a nonattainment area for ozone, carbon monoxide, and fine particulate matter (PM₁₀). Construction workers, residents, and employees would therefore be exposed to potentially unhealthful ambient air because this regional condition cannot be feasibly mitigated.</p> <p>Construction of individual projects within the plan area would generate temporary emissions of air pollutants. Maximum daily emissions of ozone precursors could potentially exceed South Coast Air Quality Management District (SCAQMD) thresholds; therefore, mitigation would be required for plan area construction activities. Operation of the individual projects within the plan would increase air pollutant emissions within the South Coast Air Basin. However, emissions would be less than SCAQMD significance thresholds (g, x, cc).</p>
9. Farmland Protection 7 U.S.C. 4201	X					No agricultural uses are located within or in the vicinity of the redevelopment plan area (b).
10. Environmental Justice Executive Order 12898	X					<p>The proposed redevelopment plan is specifically intended to eliminate blighting influences and provide job opportunities in an economically disadvantaged area of Los Angeles County. The light industrial, biotechnology, and commercial development that the redevelopment plan is intended to foster is not expected to present hazards that would disproportionately affect low income or minority communities. To the contrary, it is anticipated that redevelopment activities will involve the remediation of existing environmental hazards associated with past and current heavy industrial activity in the area and will reduce the potential for compatibility conflicts with nearby residential uses as compared to current conditions.</p>

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Area of Statutory/ Regulatory Compliance	Not Applicable To this Project	Consultation Required and Completed	Permits Required and Obtained	Project Consistent with Applicable Policies	Conditions and/or Mitigation Actions Required	Note Compliance Documentation
11. HUD Environmental Standards, 24 CFR 51 as amended						
a. Noise Abatement 24 CFR 51B					X	Individual project construction would intermittently generate high noise levels in and adjacent to the plan area. This may affect sensitive receptors near the area. Individual project-generated traffic would incrementally increase noise levels on roadways in the plan vicinity. Noise generated by roadway traffic, rail activity, and industrial activity exceeds 65 dBA Ldn throughout much of the plan area. Therefore, any new residences introduced to the area could potentially be subject to noise exceeding HUD residential standards. (w, cc).
b. Landfill Hazards CPD Letter 79-33	X					No landfills are located in the plan area vicinity. The redevelopment plan area is not subject to any known landfill hazards (b, r).
c. Upset Hazards 24 CFR 51B	X					The redevelopment plan area is not subject to any known upset hazards (f, z). Proposed redevelopment activities are expected to foster light industrial and biotechnology development that would not involve flammable operations. As new development would be built in accordance with current safety standards, redevelopment activities are expected to reduce the potential for impacts relating to upset hazards as compared to existing conditions.
d. Flammable Oper. 24 CFR 51C	X					The redevelopment plan site is not subject to any known flammable operations or explosives (f, z). Proposed redevelopment activities are expected to foster light industrial and biotechnology development that would not involve flammable operations. As new development would be built in accordance with current safety standards, redevelopment activities are expected to reduce the potential for impacts relating to flammable operations as compared to existing conditions.

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Area of Statutory/ Regulatory Compliance	Not Applicable To this Project	Consultation Required and Completed	Permits Required and Obtained	Project Consistent with Applicable Policies	Conditions and/or Mitigation Actions Required	Note Compliance Documentation
e. Toxic/Radioactivity HUD Notice 79-33					X	The potential presence of soil and/or groundwater contamination within the redevelopment plan area and asbestos and lead within the older buildings in the plan area has the potential to adversely affect future construction workers, as well as local residents and employees. New development within the redevelopment plan area could also include industrial and biotechnology facilities that use hazardous materials. The proposed redevelopment plan would potentially accommodate residential development in the vicinity of the current and future industrial development. The use of hazardous materials in industrial facilities and transport of hazardous materials adjacent to residences has the potential to result in adverse impacts to human health and safety. Demolition of buildings and reconstruction will be required to comply with applicable laws and regulations of the Los Angeles County and State of California in order to reduce impacts associated with hazards. One of the objectives of the redevelopment plan is to clean up the contaminated industrial sites within the redevelopment plan area. By cleaning up contaminated sites, current redevelopment plan area employees, residents, and visitors will gain long-term health benefits. In this way, the redevelopment plan has beneficial impacts as well. However, mitigation will be required to lessen the impacts of current and future hazards to construction workers, residents, and employees of the area (f) (u) (v).
f. Airport Clear Zones 24 CFR 51D	X					The redevelopment plan area is not in an airport clear zone (b).

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Summary of Findings and Conclusions:

The proposed Whiteside Redevelopment Plan is intended to meet the purposes of California's Community Redevelopment Law (CRL) through:

1. The elimination of areas experiencing economic dislocation and disuse;
2. The re-planning redesign, and/or redevelopment of areas that are stagnant or improperly utilized, and that would not be accomplished by private enterprise acting alone without public participation and assistance;
3. The protection and promotion of sound development and redevelopment of blighted areas and the general welfare of citizens of the County by remedying such injurious conditions through the employment of appropriate means;
4. The installation of new or replacement of existing public improvements, facilities, and utilities in areas that are currently inadequately served with regard to such improvements, facilities, and utilities; and
5. The development and rehabilitation of improved housing opportunities outside of the proposed project area, including housing opportunities for low and moderate income persons and families.

The redevelopment plan does not propose any specific private development within the plan area, but is intended to foster private investment in the area. Such private investment may include new industrial, biotechnology, commercial, and/or residential development. No amendments to the General Plan or Zoning Code are proposed as part of the redevelopment plan at this time. The plan area is zoned M-2, heavy manufacturing; M-1, light manufacturing; C-3, unlimited commercial; C-2, neighborhood business; R-2, two family residences; R-3, limited multiple residential; and IT, institutional. Neighboring land uses consist of industrial, commercial, and residential development.

The proposed redevelopment plan would not affect the scale and visual character of the surrounding area. Improvement of the visual character through implementation of various public improvements, employment opportunities through redevelopment throughout the area, cohesive preservation of historical buildings, and new commercial/industrial development would be beneficial. Nevertheless, future redevelopment activity could disturb potentially significant historic and/or archaeological resources.

The redevelopment plan would conform to all applicable federal, state, and regional air pollution control regulations. No significant long-term impact to air quality is anticipated, but construction of individual projects within the plan area could potentially generate emissions exceeding local thresholds. Growth anticipated for the plan area would increase daily traffic volumes in the immediate area; however, traffic would not exceed any HUD standards or affect regional traffic patterns. Plan implementation would not significantly affect other public facilities or infrastructure.

Future construction and redevelopment activity could create the potential for exposure to hazardous materials. However, in the long-term, plan implementation would be expected to improve hazardous conditions in the area through remediation of existing soil and/or groundwater contamination, and removal of asbestos and lead-based paint.

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Growth accommodated under the redevelopment plan would increase noise levels above existing conditions, and could potentially expose residences to noise exceeding HUD standards. If necessary, relocation assistance would be provided to displaced residents in accordance with state and federal requirements.

No watercourses or water resources are located in the plan area. No threatened or endangered wildlife were observed. The proposed plan would not consume substantial quantities of water or energy or generate substantial quantities of solid waste or wastewater. The plan area is located outside the 500-year flood area, indicating minimal flood potential in the area.

Summary of Environmental Conditions:

The plan area is located in a highly urbanized area of Los Angeles County. Industrial, commercial, residential buildings, and public infrastructure currently occupy the plan area. Vegetation consists of lawns, disturbed grasses, and trees.

Project Modifications and Alternatives Considered:

Plan alternatives or modifications that have been considered include the “No Project” Alternative, a “No Residential Component” Alternative, and a “No Biotechnology Component” Alternative. The “No Project” Alternative would avoid all of the redevelopment plan’s impacts, but would not address existing blighting conditions in the area or meet the basic objectives of the project. The other two buildout scenarios considered would both incrementally reduce impacts as compared to the proposed plan by reducing overall new development and, in the case of the “No Residential Component” Alternative, avoiding the potential for compatibility conflicts between industrial and future residential uses.

Mitigation Measures Required:

1. **Air Quality.** The following measures are required to address possible air quality impacts due to future construction activity:

Dust (PM₁₀) Control. Dust generated by development activities shall be kept to a minimum with a goal of retaining dust onsite through the following:

- During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease.
- During clearing, grading, earth moving, excavation, or transportation of cut or fill materials streets and sidewalks within 150 feet of the site perimeter shall be swept and cleaned a minimum of twice weekly.
- During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.

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- Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.

NO_x Control from Construction Equipment. Construction equipment shall meet the following conditions in order to minimize NO_x emissions:

- The number of pieces of equipment operating simultaneously must be minimized through efficient management practices;
- Construction equipment must be maintained per manufacturer's specifications;
- Equipment shall be equipped with 2- to 4 degree engine timing retard or pre-combustion chamber engines;
- Catalytic converters shall be installed, if feasible;
- Diesel powered equipment such as booster pumps or generators should be replaced by electric equipment, if feasible; and
- NO_x emissions during construction shall be reduced by limiting the operation of heavy-duty construction equipment to no more than 5 pieces of equipment at any one time.
- Diesel trucks shall be prohibited from idling for more than five minutes.
- Preferential consideration shall be given to construction contractors who use clean fuel construction equipment, emulsified diesel fuels, and/or construction equipment that uses low sulfur diesel and is equipped with oxidation catalysts, particulate traps, or other retrofit technologies.

VOC Control. All architectural coatings used by individual plan area developers shall have low volatile organic compound (VOC) content as required by SCAQMD Rule 1113. In addition, the following shall be implemented by individual developers:

- Buildings shall be constructed using materials that do not require painting; or
- Daily coating use shall be restricted to 65 gallons per day (assuming a VOC content of 1.1 pounds per gallon).

2. **Hazards.** The following measures are required to reduce impacts related to potentially existing hazardous materials:

Individual Environmental Site Assessment. Prior to the issuance of grading and/or building permits for new developments with the redevelopment plan area, individual project applicants within the plan area shall be required to undertake the following:

- Prepare a Phase I Environmental Site Assessment (ESA) to examine the potential for onsite contamination issues. For redevelopment of existing structures, the Phase I ESA shall include examination of the possible presence of asbestos containing materials and lead based paint.
- In the event that recognized environmental conditions are identified, Phase II environmental testing shall be performed and recommended mitigation requirements implemented.

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- If contamination levels are found to exceed regulatory action levels, then remediation would be necessary. Possible approaches to remediation may include removal and/or treatment of soil or groundwater and/or removal of asbestos or lead based paint in accordance with existing regulatory requirements. Remediation activities shall be performed under the supervision of a lead oversight agency to be determined based on the nature of the issue identified. Depending upon the nature and magnitude of any identified contamination, regulatory agencies could include the County Health Department, the Regional Water Quality Control Board, or the Department of Toxic Substances Control Board.

Lead Based Paint Removal. Prior to the issuance of a demolition permit for any structure within the plan area built prior to 1978, the following procedures shall be implemented by the individual project applicant:

- The structure shall be tested for lead-based paint by a certified lead abatement contractor.
- If lead or its compounds in excess of 0.7 mg/cm² is determined to be present, then the paint shall be removed by a licensed contractor prior to demolition. Lead-containing materials shall be disposed of in accordance with local, state, and federal regulations.

Residential Development Health Risk Analysis. A health risk analysis shall be conducted prior to approval of any residential development proposed within an industrial or commercial zone in the plan area. If the analysis determines a health risk exceeding an established SCAQMD or other regulatory agency standard, then the residential project shall be approved only if the health risk can be reduced to below applicable standards.

3. **Cultural Resources.** The following measures are required to address potential impacts to historic and archaeological resources:

Individual Property Analysis and Mitigation. Properties identified the historic resources report as of potential historic significance that will be subject to demolition, destruction, relocation, or alteration in connection with redevelopment activity shall be evaluated for their eligibility for listing on the NRHP and CRHR either as individually eligible properties or as contributors to a historic district prior to the issuance of permits for such activities.

Impacts on individual properties determined to be eligible as a result of site-specific research and evaluation shall be mitigated to the greatest extent feasible. Mitigation measures considered shall include but not be limited to preservation of the resource, documentation of the historic property, interpretation of the significance of the historic property either on-site or on an appropriate off-site location, and the incorporation of design measures that serve to reduce or eliminate the impacts on the historic resource.

Design measures shall conform to the *Secretary of the Interior's Standards for the Treatment of Historic Properties with the Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*.

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Archaeological Monitoring. For properties that are determined to be historically sensitive, an archaeological monitor shall be present during the initial grading phases of the project. The archaeologist shall have the authority to temporarily halt or redirect project construction in the event that potentially significant archaeological resources are exposed. Based on the monitoring observations, the archaeologist shall have the authority to refine the monitoring requirements, as appropriate, in consultation with the lead agency. If potentially significant prehistoric or historic resources are exposed, the archaeologist shall be responsible for evaluating the nature and significance of the find. If no archaeologists are observed following initial grading then no further monitoring shall be required. A monitoring report shall be provided to the lead agency and the South Central Coast Information Center.

Temporary Suspension of Activity. In the event that archaeological resources are exposed during project construction, all earth disturbing work within 100 meters of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in that area may resume.

Coroner Notification. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Los Angeles County Coroner has made the necessary findings as to the origin and disposition pursuant to Public Resources Code Section 5097.98.

4. **Noise.** The following measures are required to reduce impacts related to noise.

Construction. The following mitigation measures are intended to address potential noise impacts due to construction.

- Construction activities throughout the plan area shall be limited to weekdays, between the hours of 7:00 a.m. to 8:00 p.m.
- All diesel equipment shall be operated with closed engine covers/doors and shall be equipped with factory-recommended mufflers.
- Electrical power shall be used to run air compressors and similar power tools.
- Temporary acoustical shelters if within 300 feet of a sensitive receptor shall surround air compressors and generators used for construction.
- The lead agency shall review all proposed development projects within the Project Area individually to determine the necessity and feasibility of additional construction noise mitigation. Additional mitigation may include, but is not limited to, the use of temporary noise barriers to shield nearby sensitive receptors and additional restrictions on the phasing or timing of noise generating activities such as grading.

Residential Interior Noise Reduction. If residences are planned within the plan area at some point in the future, an acoustical analysis shall be conducted by a qualified acoustical expert prior to issuance of building permits. If noise at the site is found to exceed 65 dBA CNEL, adequate noise attenuation features shall be incorporated in order to achieve an interior level of 45 dBA CNEL or less. Specific design features may include, but are not limited to, the

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following:

- Air conditioning or a mechanical ventilation system in all units so that windows and doors may remain closed;
- Solid core exterior doors with perimeter weather stripping and threshold seals;
- Baffling of roof or attic vents facing the noise source;
- Window assemblies with a laboratory-tested STC rating of 30 or greater (windows that provide superior noise reduction capability and that are laboratory-tested are sometimes called “soundproof” windows; in general, these windows have thicker glass and/or increased air space between panes).

Window and Door Retrofit. Noise levels at residences along Medford Street within the plan area shall be monitored at least bi-annually over the life of the redevelopment plan. If noise levels are found to exceed 70 dBA CNEL, the County shall offer to retrofit existing windows and exterior doors facing the noise source with window assemblies and solid core doors that will attain a 45 dBA CNEL interior noise level.

5. **Traffic and Circulation.** The following measures are required to reduce impacts related to traffic (these measures would need to be implemented on an as needed basis as development occurs within the plan area):

- Herbert Avenue and Medford Street. Restripe the westbound approach and eastbound departure to provide for one right-turn lane and two through lanes on the westbound approach. This would require modification of the raised median on the westbound approach. Removal of parking on the south side of the curb would also be required.
- Herbert Avenue and Whiteside Avenue. Monitor traffic levels and install a traffic signal at such time as signal warrants are met.
- Herbert Avenue and City Terrace Drive. Restripe the eastbound approach and westbound departure to provide for two left-turn lanes and two through lanes.
- Bonnie Beach Place/Eastbound I-10 Off-ramp and City Terrace Drive. Monitor traffic levels and install a traffic signal at such time as signal warrants are met.
- Eastern Avenue and Medford Street. Restripe the northbound approach and southbound departure to provide for two left-turn lanes and one through lane in the northbound approach. This would require the removal of the raised traffic island for the southbound right-turn lane. The traffic signal located on the raised traffic island would need to be relocated or replaced. Removal of parking on the east side of the curb would also be required.
- Eastern Avenue and Ramona Boulevard and I-10/I-710 Ramps. Restripe the eastbound approach to provide for one left-turn, one shared through/left, and one shared through/right-turn lane. Caltrans right-of-way would be required, as this mitigation

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Project Name: Whiteside Redevelopment Plan

measure would require widening of the eastbound I-10 off-ramp. Traffic signal phasing would also need to be changed to accommodate the eastbound left-turn movements.

- Eastern Avenue and City Terrace Drive. Restripe the eastbound approach to provide one shared through/left, one through, and one shared through/right-turn lane. This would require parking removal on the south side of the curb. Since the existing sidewalk is 15 feet wide, additional roadway width could be obtained by taking portion of the sidewalk.
 - Worth Street/Boca Drive and Valley Boulevard. Restripe the northbound approach to provide for one left-turn lane and one shared through/right-turn lane. This is a City of Los Angeles intersection. The lanes would be restriped to the City's minimum lane width standards.
 - Soto Street and Alcazar Street. Widen the roadway to provide for one left, two through, and one shared through/right-turn lane on the northbound approach. Widen the westbound approach to provide for one shared through/left and one shared through/right-turn lane. Soto Street is designated a major highway with 100-foot right-of-way; therefore, it is assumed that the conditional improvement from the USC HNRT project to convert the southbound right-turn lane to a shared through/right-turn lane would also require the widening of the roadway on the southbound departure side to provide for three through receiving lanes. Parking on the west side of the curb south of the intersection would need to be removed. To accommodate the roadway requirements for the northbound approach widening, additional right-of-way would be required.
6. **Additional Modifications.** Minor changes to the mitigation measures required as a condition of funding approval are permitted, but can only be made with the approval of the Executive Director of the Community Development Commission (CDC) of Los Angeles County.

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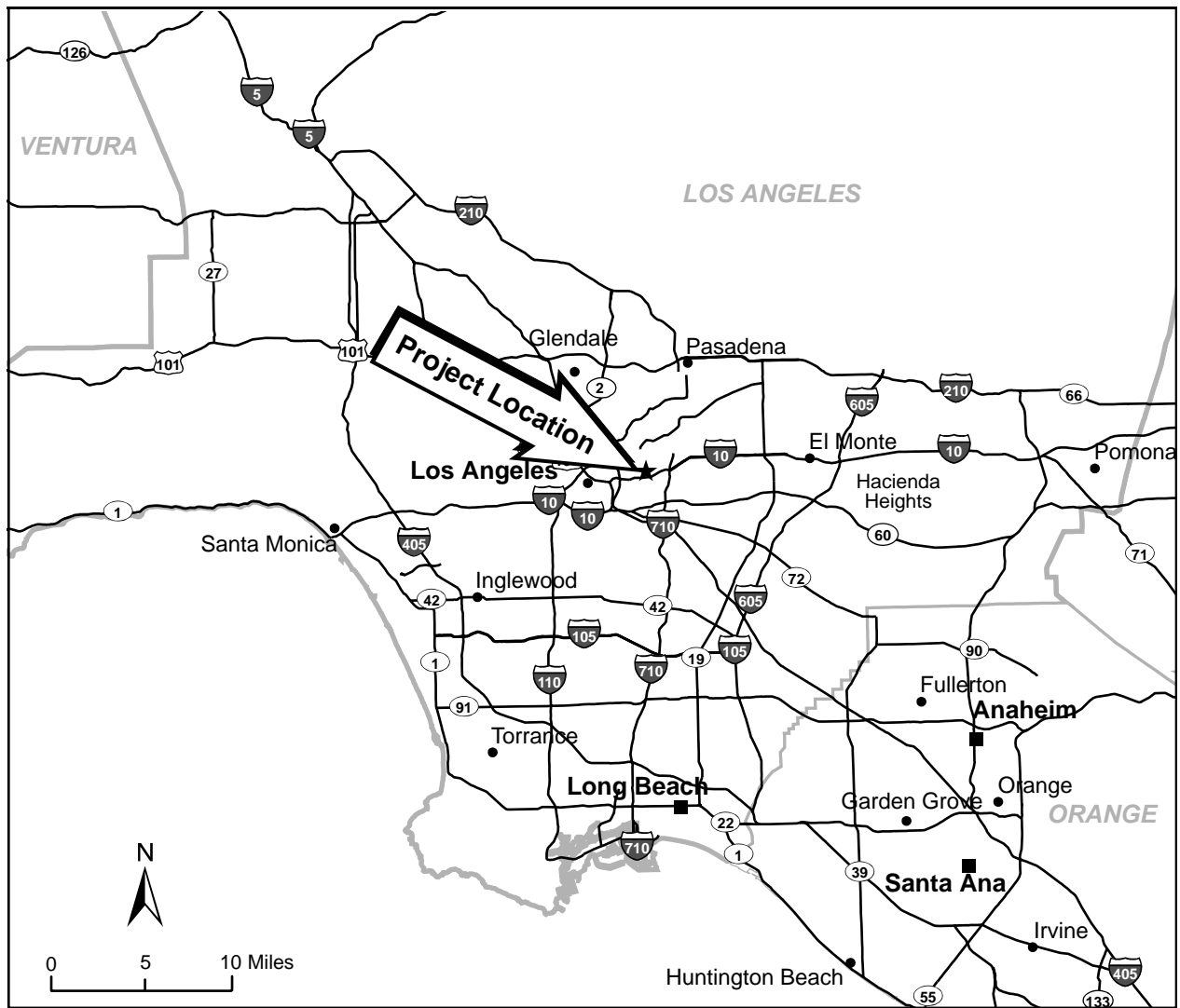
Project Name: Whiteside Redevelopment Plan

-
1. Is the project in compliance with applicable laws and regulations? ☒ Yes ☐ No
 2. Is an EIS required? ☐ Yes ☒ No
 3. A Finding of No Significant Impact (FONSI) can be made. The project will not significantly affect the quality of the human environment. ☒ Yes ☐ No

Basic Reasons Supporting Decision:

The proposed redevelopment plan would generally enhance environmental conditions within the 133-acre plan area, eliminating blighting influences and redeveloping an aging industrial area. All of the potentially significant impacts associated with plan implementation can be reduced to below a level of significance with the mitigation measures included in this Environmental Assessment and a Finding of No Significant Impact can be made.

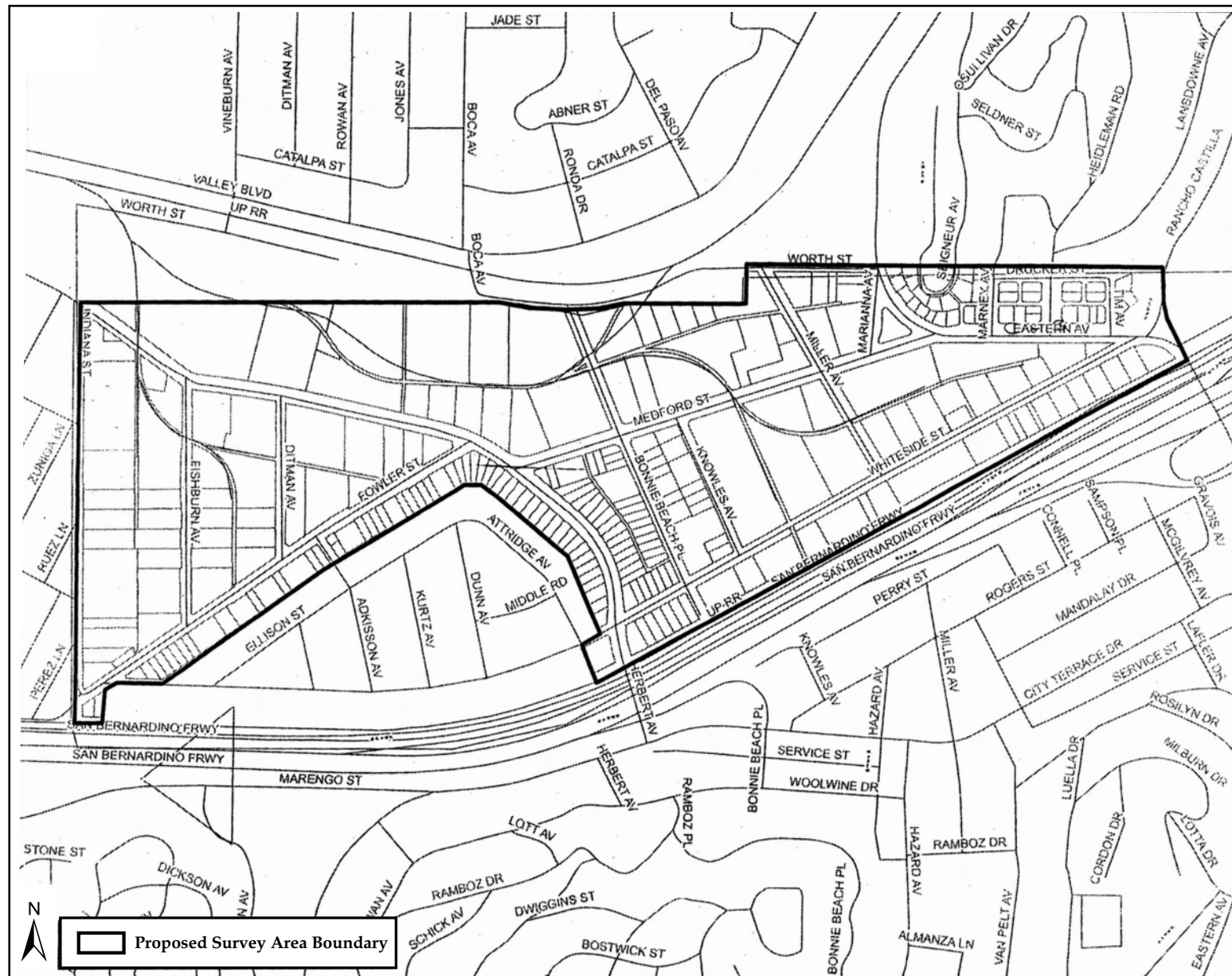
Prepared by:	<u>Joe Power, AICP</u>	Title:	<u>Principal</u>
Date:	<u>March 9, 2006</u>		
Concurred in:	<u>Donald Dean</u>	Title:	<u>Environmental Officer, Community Development Commission of the County of Los Angeles</u>
Date:	<u>March 10, 2006</u>		



Regional Location

Figure 1
LACDC





Source: Keyser Marston Associates, Inc., January 2005

Plan Area Boundaries

0 400 800
Scale in Feet

Figure 2
LACDC



Photo 1 - Graffiti and trash along Medford Street, facing east.



Photo 2 - Poor visual quality facing west on Whiteside Street.



Photo 3 - Deteriorated buildings and substandard design near the intersection of Medford Street and Miller Avenue.



Photo 4 - Dilapidated buildings along Eastern Avenue.

Existing Conditions



September 26, 2005

PD-2

Mr. Carlos Jackson
Executive Director
Community Development Commission
2 Coral Circle
Monterey Park, CA 91755

Dear Mr. Jackson:

**WHITESIDE REDEVELOPMENT PROJECT AREA
EXISTING INFRASTRUCTURE DEFICIENCIES**

As requested in your letter of July 21, 2005, we have reviewed the Whiteside Redevelopment Project Area to identify infrastructure deficiencies and proposed capital improvement projects. This information is shown on the enclosed list.

If you have any questions, please contact Ms. Shillane Chen of my staff at (626) 458-3936.

Very truly yours,

DONALD L. WOLFE
Director of Public Works

SHARI AFSHARI
Assistant Deputy Director
Programs Development Division

SC:pr

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Enc.

bc: Flood Maintenance (Teran), Operational Services (Nelson), Traffic & Lighting (Hajialiakbar), Road Maintenance (Moynihan, Lacayo), Programs Development (El-Rabaa)

**COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
PROPOSED WHITESIDE REDEVELOPMENT PROJECT AREA
EXISTING INFRASTRUCTURE DEFICIENCIES**

- **INDIANA STREET–FOWLER STREET/320 FEET SOUTH OF MEDFORD STREET**

Remove and replace the sidewalk, curb, gutter, and fill parkway at the following addresses: 3203 East Fowler Street, 1450 and 1540 Indiana Street

Remove and replace the sidewalk, curb, gutter, apron, and fill parkway at the following address: 1474

Remove and replace the curb at the following address: 1522

Remove and replace the apron at the following address: 1564

Remove and replace the apron, curb, and gutter at the following addresses: 1612 and 1640

Remove and replace the curb, gutter, and sidewalk at the following addresses: 1624, and 1628

Remove and replace the apron, curb, gutter, and sidewalk at the following address: 1636

- **INDIANA STREET–320 FEET SOUTH OF MEDFORD STREET/MEDFORD STREET**

Construct curb ramps at the intersection.

Remove and replace the sidewalk, curb, gutter, and fill parkway at the following address: 1650

- **FISHBURN AVENUE–FOWLER STREET/MEDFORD STREET**

The pavement for this segment will be reconstructed as part of our Medford Street and Fishburn Avenue project. This project is not currently scheduled to be awarded until Fiscal Year 2008-09 or later.

Construct curb ramps, aprons, curb, gutter, sidewalk, and parkway (both sides).

- **DITMAN AVENUE–FOWLER STREET/MEDFORD STREET**

Construct curb ramps, aprons, curb, gutter, sidewalk, and parkway (both sides).

- **ADKISSON AVENUE–WHITESIDE STREET/FOWLER STREET**

Remove and replace the apron and sidewalk at the following addresses:
1475, 1479, 1485, 1501, and 1507

Remove and replace the apron at the following addresses: 1478, 1484, and 1500

Remove and replace the curb and gutter at the following address: 1522

- **ALLEY EAST OF ADKISSON AVENUE–WHITESIDE STREET/ELLISON STREET**

Reconstruct alley and construct cross gutter.

- **KURTZ AVENUE–WHITESIDE STREET/ELLISON STREET**

The pavement for this segment will be resurfaced as part of our Van Pelt Avenue, et al., project. This project is not currently scheduled to be awarded until Fiscal Year 2008-09 or later.

Remove and replace the sidewalk at the following addresses: 1461, 1469, 1476, 1507, and 1521

Remove and replace the curb, gutter, and sidewalk at the following addresses:
1473 –1479

Remove and replace the apron, curb, gutter, and sidewalk at the following address: 1505

Remove and replace the apron, curb, and gutter at the following address: 1508

- **ALLEY EAST OF KURTZ AVENUE–WHITESIDE STREET/ELLISON STREET**

Reconstruct alley and construct cross gutter

- **ATTRIDGE AVENUE–WHITESIDE STREET/MIDDLE ROAD**

Remove and replace the sidewalk and apron at the following address: 1458

- **ATTRIDGE AVENUE–MIDDLE ROAD/ELLISON STREET**

Remove and replace the apron at the following addresses: 1526 and 1548

Remove and replace the sidewalk and apron at the following addresses: 1531, and 1547

- **HERBERT AVENUE–WHITESIDE STREET/MEDFORD STREET**

Remove and replace the sidewalk and apron at the following addresses: 1531, 1547, and 1555

Remove and replace the sidewalk at the following addresses: 1441 and 1546

Remove and replace the curb and gutter at the following address: 1572

- **ALLEY WEST OF BONNIE BEACH PLACE–ALLEY NORTH OF WHITESIDE STREET/485 FEET SOUTH OF MEDFORD STREET**

The pavement for this segment will be resurfaced as part of our Van Pelt Avenue, et al., project. This project is not currently scheduled to be awarded until Fiscal Year 2008-09 or later.

Reconstruct alley and construct cross gutter.

- **ALLEY WEST OF BONNIE BEACH PLACE–334 FEET SOUTH OF MEDFORD ST/MEDFORD STREET**

The pavement for this segment will be resurfaced as part of our Ford Boulevard, et al., project. This project is not currently scheduled to be awarded until Fiscal Year 2008-09 or later.

Reconstruct alley and construct cross gutter.

- **BONNIE BEACH PLACE–190 FEET SOUTH OF WHITESIDE STREET/WHITESIDE STREET**

Remove and replace apron.

- **BONNIE BEACH PLACE–WHITESIDE STREET/MEDFORD STREET**

The pavement for this segment will be resurfaced as part of our Van Pelt Avenue, et al., project. This project is not currently scheduled to be awarded until Fiscal Year 2008-09 or later.

Construct aprons, curb, gutter, sidewalk, and parkway (both sides).

- **BONNIE BEACH PLACE–MEDFORD STREET/SPB 485.1 C**

Remove and replace the sidewalk, curb, gutter, and fill parkway at the following addresses: 3901 and 3833

- **BONNIE BEACH PLACE–SPB 485.1 C/WORTH STREET**

Construct curb ramps, aprons, curb, gutter, sidewalk, and parkway (both sides).

Close apron at the following address: 4578

- **KNOWLES AVENUE–WHITESIDE STREET/MEDFORD STREET**

Construct curb ramps, aprons, curb, gutter, sidewalk, and parkway (both sides).

- **MILLER AVENUE–WHITESIDE STREET/290 FEET SOUTH OF MEDFORD STREET**

Construct aprons, curb, gutter, sidewalk, and parkway (both sides).

- **MILLER AVE–290 FEET SOUTH OF MEDFORD STREET/MEDFORD STREET**

Construct aprons, curb, gutter, sidewalk, and parkway (both sides).

- **MILLER AVENUE–MEDFORD STREET/WORTH STREET**

Remove and replace the sidewalk, curb, gutter, and fill parkway at the following addresses: 4007 Medford Street and 1651 Miller Avenue.

- **MARIANNA AVENUE–MEDFORD STREET/WORTH STREET**

Remove and replace the apron, sidewalk, curb, gutter, and fill parkway at the following address: 1833

- **SEIGNEUR AVENUE–150 FEET EAST OF SEIGNEUR WALK/250 FEET WEST OF SEIGNEUR WALK**

The pavement for this segment will be resurfaced as part of our Van Pelt Avenue, et al., project. This project is not currently scheduled to be awarded until Fiscal Year 2008-09 or later.

Construct sidewalk south side of street.

Remove and replace the curb and gutter at the following addresses: 1812 and 1826

Remove and replace the sidewalk and apron at the following address: 1822

- **ALLEY WEST OF MARNEY AVENUE–EASTERN AVENUE/ALLEY NORTH OF EASTERN AVENUE**

The pavement for this segment will be reconstructed as part of our Ford Boulevard, et al., project. This project is not currently scheduled to be awarded until Fiscal Year 2008-09 or later.

Reconstruct alley and construct cross gutter in center of alley.

- **MARNEY AVENUE–EASTERN AVENUE/340 FEET NORTH OF EASTERN AVENUE**

The pavement for this segment is being reconstructed as part of our Hicks Avenue, et al., project, which is currently under construction.

Remove and replace the sidewalk, curb, and gutter at the following addresses: 1754 and 1807

- **ALLEY WEST OF TIM AVENUE–ALLEY NORTH OF EASTERN AVENUE/DRUCKER STREET**

Remove and replace the cross gutter.

- **WHITESIDE STREET–FOWLER STREET/HERBERT AVENUE**

Fill parkway at the following addresses: 3807, 3801, 3318, 3406, 3408, 3414, 3424, 3428, 3445, 3504, 3729, 3735, 3745, 3804, and 3807, Across 3807

Remove and replace the apron at the following addresses: 3401, 3314, 3309, 3422, 3427, 3437, 3441, 3508, 3526, 3538, 3551, 3630, 3711, and 3724

Remove and replace the apron and fill parkway at the following addresses: 3242, 3232, 3418, 3552, 3558, 3602, 3608, 3610, 3619, 3621, 3622, 3626, 3702, 3706, 3717, 3718, and 3738

Remove and replace the sidewalk and apron at the following addresses: 3519, 3530, 3539, 3538, 3543, 3540, 3548, and 3705

Remove and replace the sidewalk and fill parkway at the following addresses: 3411 and 3440

Remove and replace the curb and gutter at the following address: 3310

Remove and replace the sidewalk, curb, gutter, apron and fill parkway at the following addresses: Across 3230

Remove and replace the apron and construct ramps at the following address:
3216

Remove and replace the sidewalk, apron and fill parkway at the following
address: 3530

Remove and replace the apron, sidewalk, and construct ramps at the following
address: 3555

Remove and replace the apron, sidewalk, curb, and gutter at the following
address: 3705

Reconstruct intersection of Whiteside Street and Dunn Avenue.

- **WHITESIDE STREET–HERBERT AVENUE/BONNIE BEACH PLACE**

Remove and replace the sidewalk, curb, and gutter at the following addresses:
3837 and 3851

Remove and replace the sidewalk, curb, gutter, and apron at the following
addresses: 3827 and 3833

- **WHITESIDE STREET–BONNIE BEACH PLACE/KNOWLES AVENUE**

Construct curb ramps, aprons, curb, gutter, sidewalk, and parkway (both sides).

- **WHITESIDE STREET–KNOWLES AVENUE/EASTERN AVENUE**

Construct curb ramps, aprons, curb, gutter, sidewalk, and parkway (both sides).

Remove and replace the sidewalk, curb, gutter, and apron at the following
address: 4005

- **ELLISON STREET–WHITESIDE STREET/ADKISSON AVENUE**

Remove and fill parkway at the following addresses: 3515, 3519, 3521, and 3525

Remove and replace the sidewalk at the following address: 3449

Remove and replace the apron at the following addresses: 3424 and 3431

- **ELLISON STREET–ADKISSON AVENUE/KURTZ AVENUE**

Remove and replace the sidewalk and apron at the following address: 3576

Remove and fill parkway at the following addresses: 3557 and 3568

Remove and replace the apron and fill parkway at the following address: 3573

Remove and replace the sidewalk and fill parkway at the following address: 3558

Remove and replace the apron at the following address: 3569

- **ELLISON STREET–KURTZ AVENUE/DUNN AVENUE**

Remove and replace the sidewalk and construct ramps at the following address: 3614

Remove and replace the sidewalk at the following address: 3610

Remove and replace the sidewalk and apron at the following address: 3605

- **FOWLER STREET–INDIANA STREET/DITMAN AVENUE**

Construct aprons, curb, gutter, sidewalk, and parkway (north side).

Close the apron at the following addresses: 3322 and 3330

- **FOWLER STREET–280 FEET WEST OF MEDFORD STREET/MEDFORD STREET**

Remove and replace the sidewalk, curb, gutter, apron, fill parkway, and construct ramps at the following address: 3626

3203 East Fowler Street

- **MEDFORD STREET–INDIANA STREET/FISHBURN AVENUE**

The pavement for this segment will be reconstructed as part of our Medford Street and Fishburn Avenue project. This project is not currently scheduled to be awarded until Fiscal Year 2008-09 or later.

Construct aprons, curb, gutter, sidewalk, apron, and parkway (both sides).

- **MEDFORD STREET–FISHBURN AVENUE/FOWLER STREET**

The pavement for this segment will be reconstructed as part of our Medford Street and Fishburn Avenue project. This project is not currently scheduled to be awarded until Fiscal Year 2008-09 or later.

Construct aprons, curb, gutter, sidewalk, curb ramps, and parkway (both sides).

- **MEDFORD STREET–FOWLER STREET/HERBERT AVENUE**

The pavement for this segment will be reconstructed as part of our Medford Street and Fishburn Avenue project. This project is not currently scheduled to be awarded until Fiscal Year 2008-09 or later.

Construct aprons, curb, gutter, sidewalk, curb ramps, and parkway (both sides).

- **MEDFORD STREET - HERBERT AVENUE/MARIANNA AVENUE**

Remove and replace the sidewalk, curb, gutter, and apron, fill parkway, and construct ramps at the following addresses: 3816 and 4007

Remove and replace the sidewalk, curb, gutter, and apron at the following addresses: 3836 and 3862

Remove and replace the sidewalk, curb, gutter, apron, and fill parkway at the following addresses: 3929 and 4019

Remove and replace the sidewalk at the following addresses: 3865 and 3870

Remove and replace the curb, gutter, and apron at the following address: 3840

Remove and replace the sidewalk and apron at the following address: 3878.

Remove and replace the apron at the following address: 3950

Remove and replace the sidewalk, curb, and gutter at the following address: 4000

Remove and replace the curb and gutter at the following address: 3901

- **MEDFORD STREET–MARIANNA AVENUE/EASTERN AVENUE**

Construct curb ramp, remove and replace the sidewalk, and fill parkway at the following address: 4000

- **ALLEY NORTH OF WHITESIDE STREET–DUNN AVENUE/ATTRIDGE AVENUE**

Reconstruct alley and construct cross gutter in the center of the alley.

- **MIDDLE ROAD–DUNN AVENUE/ATTRIDGE AVENUE**

Replace rolled curb with standard curb to be able to provide street sweeping.

- **WORTH STREET–MILLER AVENUE/EASTERN AVENUE**

Remove and replace the sidewalk, curb, gutter, apron, and fill parkway (both sides).

- **EASTERN AVENUE–LANSDOWNE AVENUE/MEDFORD STREET**

Remove and replace the sidewalk and fill parkway at the following addresses: 1747 and 1805 Marney Avenue.

Remove and fill parkway at the following address: At northeast corner of Marney Avenue.

- **ALLEY NORTH OF EASTERN AVENUE - MARNEY AVENUE/LANSDOWNE AVENUE**

The pavement for this segment will be reconstructed as part of our Ford Boulevard, et al., project. This project is not currently scheduled to be awarded until Fiscal Year 2008-09 or later.

Reconstruct alley and construct cross gutter in the center of the alley.

- **DRUCKER STREET–MARNEY AVENUE/TIM AVENUE**

Remove and replace the apron at the following addresses: 4237, 4245, and 4255

Remove and replace the sidewalk at the following address: 4209

Construct curb ramps at the following address: 4208

- **TIM AVENUE–EASTERN AVENUE/DRUCKER STREET**

Remove and replace the sidewalk, curb, and gutter at the following address: 1726

Remove and replace the curb, gutter, apron, curb ramps, and fill parkway at the following addresses: 1704 and 1715

Remove and replace the sidewalk at the following address: 1701

- **BARNETT ROAD–TIM AVENUE/485 FEET NORTH OF TIM AVENUE**

Remove and replace the sidewalk, curb, gutter, and apron at the following address: 1701

- **EASTERN AVENUE AND MEDFORD STREET, HERBERT AVENUE AND MEDFORD STREET, AND EASTERN AVENUE AND STATE UNIVERSITY DRIVE**

The electrical services for the existing traffic signals at these intersections should be upgraded from pole mount to underground.

- **GENERAL COMMENTS**

The lighting levels in the redevelopment project area are generally adequate. If widespread new development is proposed as part of the redevelopment of this area, we recommend that the developers be conditioned to install street lights on concrete poles with underground wiring.

Public Works is currently investigating a resident's sight distance concern at the Whiteside Street at Herbert Avenue intersection. If new development is to occur near this intersection, and since the roadway width of Herbert Avenue north of Whiteside Avenue is narrower than the south approach, we recommend that the development address an improvement for Herbert Avenue north of Whiteside Avenue to increase the horizontal and vertical sight distances.

Public Works had plans to slurry seal all of the local roads and alleys in the area with a few exceptions. However, this work has been deferred until Fiscal Year 2008-09 or later due to a budget shortfall.

DRAFT

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA REGIONAL URBAN WATER MANAGEMENT PLAN

Prepared by:

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA
Water Resource Management Group
700 North Alameda Street
Los Angeles, CA 90012

September 2005

Table II-4
Metropolitan Regional Water Demands
Single Dry Year

Total Demands ¹	2010	2015	2020	2025	2030
A. Total Demands	5,537,000	5,742,000	5,983,000	6,203,000	6,412,000
Retail Agricultural	329,000	294,000	258,000	220,000	199,000
Retail Municipal and Industrial	4,951,000	5,186,000	5,457,000	5,715,000	5,947,000
Groundwater Replenishment	182,000	192,000	198,000	198,000	196,000
Seawater Barrier	75,000	70,000	70,000	70,000	70,000
Conservation	2010	2015	2020	2025	2030
B. Total Conservation ²	865,000	955,000	1,028,000	1,107,000	1,188,000
Existing Active (through 2004) ³	94,000	92,000	92,000	91,000	91,000
Code-based, Price-Effect, and Remaining IRP Target	521,000	613,000	686,000	766,000	847,000
Pre-1990 Conservation	250,000	250,000	250,000	250,000	250,000
Local Supplies	2010	2015	2020	2025	2030
C. Total Local Supplies	2,207,000	2,306,000	2,536,000	2,557,000	2,575,000
Groundwater	1,375,000	1,394,000	1,399,000	1,412,000	1,430,000
Surface Water	93,000	93,000	93,000	93,000	93,000
Los Angeles Aqueduct	96,000	95,000	95,000	95,000	95,000
IRP Local Resource Program Target	13,000	33,000	38,000	37,000	37,000
Groundwater Recovery	82,000	82,000	85,000	85,000	85,000
Total Recycling	329,000	351,000	376,000	377,000	377,000
Desalination	33,000	42,000	142,000	142,000	142,000
Other Imported Supplies	186,000	216,000	308,000	316,000	316,000
Demands on Metropolitan	2010	2015	2020	2025	2030
D. Total Metropolitan Demands (D=A-B-C)	2,467,000	2,479,000	2,414,000	2,536,000	2,645,000
Full Service (Tier I and Tier II)	2,224,000	2,242,000	2,186,000	2,329,000	2,462,000
Replenishment Water Rate ⁴	144,000	153,000	159,000	159,000	145,000
Interim Agricultural Water Program	99,000	84,000	69,000	48,000	38,000
Firm Demands on Metropolitan ⁵	2,293,000	2,301,000	2,234,000	2,363,000	2,489,000

Notes:
All units are acre-feet unless specified, rounded to the nearest hundred
Totals may not sum due to rounding

(1) Growth Projections: SCAG 2004 Regional Transportation Plan; SANDAG 2030 Forecast
(2) The 2030 savings target is derived from the 2003 IRP Update forecast projections for 2030; it is not an official target for 2030.
(3) Includes code-based savings originated through an active implementation program
(4) Replenishment Water Rate demands include: seasonal shift, groundwater spreading, and groundwater in-lieu
(5) Firm demand on Metropolitan equals Full Service demands plus 70% of the Interim Agricultural Water Program demands

Table II-5
Metropolitan Regional Water Demands
Multiple Dry Year

Total Demands ¹	2010	2015	2020	2025	2030
A. Total Demands	5,569,000	5,812,000	6,049,000	6,285,000	6,502,000
Retail Agricultural	331,000	297,000	262,000	226,000	202,000
Retail Municipal and Industrial	4,984,000	5,256,000	5,521,000	5,792,000	6,033,000
Groundwater Replenishment	180,000	189,000	196,000	197,000	197,000
Seawater Barrier	74,000	70,000	70,000	70,000	70,000
Conservation	2010	2015	2020	2025	2030
B. Total Conservation ²	865,000	955,000	1,028,000	1,107,000	1,188,000
Existing Active (through 2004) ³	94,000	92,000	92,000	91,000	91,000
Code-based, Price-Effect, and Remaining IRP Target	521,000	613,000	686,000	766,000	847,000
Pre-1990 Conservation	250,000	250,000	250,000	250,000	250,000
Local Supplies	2010	2015	2020	2025	2030
C. Total Local Supplies	2,178,000	2,312,000	2,545,000	2,571,000	2,577,000
Groundwater	1,378,000	1,409,000	1,412,000	1,425,000	1,431,000
Surface Water	78,000	79,000	79,000	79,000	79,000
Los Angeles Aqueduct	97,000	104,000	104,000	108,000	108,000
IRP Local Resource Program Target	13,000	33,000	38,000	37,000	37,000
Groundwater Recovery	80,000	82,000	85,000	85,000	85,000
Total Recycling	323,000	347,000	375,000	377,000	377,000
Desalination	33,000	42,000	142,000	142,000	142,000
Other Imported Supplies	176,000	216,000	310,000	318,000	318,000
Demands on Metropolitan	2010	2015	2020	2025	2030
D. Total Metropolitan Demands (D=A-B-C)	2,525,000	2,544,000	2,474,000	2,607,000	2,736,000
Full Service (Tier I and Tier II)	2,306,000	2,329,000	2,267,000	2,418,000	2,559,000
Replenishment Water Rate ⁴	119,000	130,000	136,000	137,000	137,000
Interim Agricultural Water Program	100,000	85,000	71,000	52,000	40,000
Firm Demands on Metropolitan ⁵	2,376,000	2,389,000	2,317,000	2,454,000	2,587,000

Notes:
All units are acre-feet unless specified, rounded to the nearest hundred
Totals may not sum due to rounding
(1) Growth Projections: SCAG 2004 Regional Transportation Plan; SANDAG 2030 Forecast
(2) The 2030 savings target is derived from the 2003 IRP Update forecast projections for 2030; it is not an official target for 2030.
(3) Includes code-based savings originated through an active implementation program
(4) Replenishment Water Rate demands include: seasonal shift, groundwater spreading, and groundwater in-lieu
(5) Firm demand on Metropolitan equals Full Service demands plus 70% of the Interim Agricultural Water Program demands

Table II-6
Metropolitan Regional Water Demands
Average Dry Year

Total Demands ¹	2010	2015	2020	2025	2030
A. Total Demands	5,512,000	5,720,000	5,956,000	6,175,000	6,379,000
Retail Agricultural	319,000	285,000	251,000	215,000	195,000
Retail Municipal and Industrial	4,918,000	5,152,000	5,420,000	5,676,000	5,907,000
Groundwater Replenishment	200,000	213,000	215,000	214,000	207,000
Seawater Barrier	75,000	70,000	70,000	70,000	70,000
Conservation	2010	2015	2020	2025	2030
B. Total Conservation ²	865,000	955,000	1,028,000	1,107,000	1,188,000
Existing Active (through 2004) ³	94,000	92,000	92,000	91,000	91,000
Code-based, Price-Effect, and Remaining IRP Target	521,000	613,000	686,000	766,000	847,000
Pre-1990 Conservation	250,000	250,000	250,000	250,000	250,000
Local Supplies	2010	2015	2020	2025	2030
C. Total Local Supplies	2,411,000	2,508,000	2,734,000	2,755,000	2,754,000
Groundwater	1,416,000	1,430,000	1,431,000	1,444,000	1,442,000
Surface Water	100,000	99,000	99,000	99,000	99,000
Los Angeles Aqueduct	252,000	253,000	253,000	253,000	254,000
IRP Local Resource Program Target	13,000	33,000	38,000	37,000	37,000
Groundwater Recovery	82,000	82,000	85,000	85,000	85,000
Total Recycling	329,000	351,000	376,000	377,000	377,000
Desalination	33,000	42,000	142,000	142,000	142,000
Other Imported Supplies	186,000	218,000	310,000	318,000	318,000
Demands on Metropolitan	2010	2015	2020	2025	2030
D. Total Metropolitan Demands (D=A-B-C)	2,237,000	2,257,000	2,192,000	2,312,000	2,437,000
Full Service (Tier I and Tier II)	1,974,000	1,997,000	1,943,000	2,083,000	2,223,000
Replenishment Water Rate ⁴	169,000	180,000	183,000	183,000	177,000
Interim Agricultural Water Program	94,000	80,000	66,000	46,000	37,000
Firm Demands on Metropolitan ⁵	2,040,000	2,053,000	1,989,000	2,115,000	2,249,000

Notes:
All units are acre-feet unless specified, rounded to the nearest hundred
Totals may not sum due to rounding
(1) Growth Projections: SCAG 2004 Regional Transportation Plan; SANDAG 2030 Forecast
(2) The 2030 savings target is derived from the 2003 IRP Update forecast projections for 2030; it is not an official target for 2030.
(3) Includes code-based savings originated through an active implementation program
(4) Replenishment Water Rate demands include: seasonal shift, groundwater spreading, and groundwater in-lieu
(5) Firm demand on Metropolitan equals Full Service demands plus 70% of the Interim Agricultural Water Program demands

Table II-7
Single Dry-Year
Supply Capability¹ & Potential Reserve or Replenishment
 (Repeat of 1977 Hydrology)
 (acre-feet per year)

	2010	2015	2020	2025	2030
Current Supplies					
Colorado River Aqueduct ²	722,000	699,000	699,000	699,000	699,000
California Aqueduct ³	777,000	777,000	777,000	777,000	777,000
In-Basin Storage	840,000	838,000	808,000	784,000	784,000
Supplies Under Development					
Colorado River Aqueduct	95,000	460,000	400,000	400,000	400,000
California Aqueduct	330,000	259,000	350,000	350,000	350,000
In-Basin Storage	78,000	103,000	103,000	103,000	103,000
Transfers to Other Agencies	0	(35,000)	(35,000)	(35,000)	(35,000)
Metropolitan Supply Capability	2,842,000	3,101,000	3,102,000	3,078,000	3,078,000
Metropolitan Supply Capability w/CRA Maximum of 1.25 MAF⁴	2,842,000	3,033,000	3,002,000	2,970,000	2,970,000
Firm Demands on Metropolitan^{5,6}	2,293,000	2,301,000	2,234,000	2,363,000	2,489,000
Potential Reserve & Replenishment Supplies	549,000	732,000	768,000	607,000	481,000

¹ Represents supply capability for resource programs under listed year type..

² Colorado River Aqueduct includes water management program supplies conveyed by the aqueduct

³ California Aqueduct includes Central Valley transfers and storage program supplies conveyed by the aqueduct

⁴ Maximum CRA deliveries limited to 1.25 MAF including SDCWA/IID Transfer supplies and Coachella and All-American Canals lining supplies.

⁵ Based on SCAG 2004 RTP, SANDAG 2030 forecasts, projections of member agency existing and contracted active conservation and local supplies, remaining regional targets for active conservation and local supplies, SDCWA/IID Transfer supplies and Coachella and All-American Canals lining supplies.

⁶ Includes projected firm sales plus 70% of projected IAWP agricultural sales

Table II-8
Multiple Dry-Year
Supply Capability¹ & Potential Reserve or Replenishment
 (Repeat of 1990-92 Hydrology)
 (acre-feet per year)

	2010	2015	2020	2025	2030
Current Supplies					
Colorado River Aqueduct ²	722,000	699,000	699,000	699,000	699,000
California Aqueduct ³	912,000	912,000	912,000	912,000	912,000
In-Basin Storage	482,000	480,000	463,000	449,000	449,000
Supplies Under Development					
Colorado River Aqueduct	95,000	460,000	400,000	400,000	400,000
California Aqueduct	330,000	215,000	299,000	299,000	299,000
In-Basin Storage	78,000	103,000	103,000	103,000	103,000
Transfers to Other Agencies	0	(35,000)	(35,000)	(35,000)	(35,000)
Metropolitan Supply Capability	2,619,000	2,834,000	2,841,000	2,827,000	2,827,000
Metropolitan Supply Capability w/CRA Maximum of 1.25 MAF⁴	2,619,000	2,776,600	2,741,000	2,719,000	2,719,000
Firm Demands on Metropolitan ^{5,6}	2,376,000	2,389,000	2,317,000	2,454,000	2,587,000
Potential Reserve & Replenishment Supplies	243,000	377,000	424,000	265,000	132,000

¹ Represents supply capability for resource programs under listed year type.

² Colorado River Aqueduct includes water management program supplies conveyed by the aqueduct

³ California Aqueduct includes Central Valley transfers and storage program supplies conveyed by the aqueduct

⁴ Maximum CRA deliveries limited to 1.25 MAF including SDCWA/IID Transfer supplies and Coachella and All-American Canals lining supplies.

⁵ Based on SCAG 2004 RTP, SANDAG 2030 forecasts, projections of member agency existing and contracted active conservation and local supplies, remaining regional targets for active conservation and local supplies, SDCWA/IID Transfer supplies and Coachella and All-American Canals lining supplies.

⁶ Includes projected firm sales plus 70% of projected IAWP agricultural sales

Table II-9
Average Year
Supply Capability¹ & Potential Reserve or Replenishment
(Average of 1922 – 2004 Hydrologies)
(acre-feet per year)

	2010	2015	2020	2025	2030
Current Supplies					
Colorado River Aqueduct ²	711,000	678,000	677,000	677,000	677,000
California Aqueduct ³	1,772,000	1,772,000	1,772,000	1,772,000	1,772,000
In-Basin Storage	0	0	0	0	0
Supplies Under Development					
Colorado River Aqueduct	0	0	0	0	0
California Aqueduct	185,000	185,000	240,000	240,000	240,000
In-Basin Storage	0	0	0	0	0
Transfers to Other Agencies	0	(35,000)	(35,000)	(35,000)	(35,000)
<i>Metropolitan Supply Capability</i>	2,668,000	2,600,000	2,654,000	2,654,000	2,654,000
<i>Metropolitan Supply Capability w/CRA Maximum of 1.25 MAF⁴</i>	2,668,000	2,600,000	2,654,000	2,654,000	2,654,000
<i>Firm Demands on Metropolitan^{5,6}</i>	2,040,000	2,053,000	1,989,000	2,115,000	2,249,000
Potential Reserve & Replenishment Supplies	628,000	547,000	665,000	539,000	405,000

¹ Represents supply capability for resource programs under listed year type.

² Colorado River Aqueduct includes water management program supplies conveyed by the aqueduct

³ California Aqueduct includes Central Valley transfers and storage program supplies conveyed by the aqueduct

⁴ Maximum CRA deliveries limited to 1.25 MAF including SDCWA/IID Transfer supplies and Coachella and All-American Canals lining supplies.

⁵ Based on SCAG 2004 RTP, SANDAG 2030 forecasts, projections of member agency existing and contracted active conservation and local supplies, remaining regional targets for active conservation and local supplies, SDCWA/IID Transfer supplies and Coachella and All-American Canals lining supplies.

⁶ Includes projected firm sales plus 70% of projected IAWP agricultural sales

Appendix C

Air Quality Calculations

URBEMIS 2002 For Windows 8.7.0

File Name: \\Net01\library\ESP Projects\Los Angeles County\LACDC [various]\98-3040 and 98-3041 LACD
Project Name: Whiteside Redevelopment
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

*** 2007 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day, unmitigated)	24.10	153.53	203.46	0.00	106.12	6.11	100.01
*** 2008 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day, unmitigated)	24.09	149.91	204.52	0.00	105.58	5.57	100.01
*** 2009 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day, unmitigated)	13.04	75.24	112.73	0.00	2.74	2.54	0.20
*** 2010 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day, unmitigated)	12.96	73.12	112.72	0.00	2.49	2.29	0.20
*** 2011 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day, unmitigated)	135.06	73.12	112.72	0.00	2.49	2.29	0.20
*** 2012 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day, unmitigated)	135.06	32.70	46.88	0.00	1.19	0.99	0.20

AREA SOURCE EMISSION ESTIMATES

TOTALS (lbs/day, unmitigated)	ROG	NOx	CO	SO2	PM10
	11.16	2.23	3.95	0.00	0.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	40.11	43.62	479.56	0.42	37.52
TOTALS (lbs/day, mitigated)	39.54	42.83	470.87	0.41	36.84

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

TOTALS (lbs/day, unmitigated)	ROG	NOx	CO	SO2	PM10
	51.27	45.85	483.51	0.42	37.53

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

URBEMIS 2002 For Windows 8.7.0

File Name: \\Net01\library\ESP Projects\Los Angeles County\LACDC [various]\98-3040 and 98-3041 LACD
Project Name: Whiteside Redevelopment
Project Location: South Coast Air Basin (Los Angeles area)
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: June, 2007
Construction Duration: 60
Total Land Use Area to be Developed: 20 acres
Maximum Acreage Disturbed Per Day: 10 acres
Single Family Units: 0 Multi-Family Units: 80
Retail/Office/Institutional/Industrial Square Footage: 386962

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	100.00	-	100.00
Off-Road Diesel	23.89	153.27	198.47	-	6.10	6.10	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.21	0.26	4.99	0.00	0.02	0.01	0.01
Maximum lbs/day	24.10	153.53	203.46	0.00	106.12	6.11	100.01
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Max lbs/day all phases	24.10	153.53	203.46	0.00	106.12	6.11	100.01

*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	100.00	-	100.00
Off-Road Diesel	23.89	149.66	199.59	-	5.56	5.56	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.20	0.25	4.93	0.00	0.02	0.01	0.01
Maximum lbs/day	24.09	149.91	204.52	0.00	105.58	5.57	100.01

Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	12.10	76.96	99.95	-	2.86	2.86	0.00
Bldg Const Worker Trips	1.04	0.60	12.81	0.00	0.21	0.01	0.20
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	13.14	77.57	112.76	0.00	3.07	2.87	0.20
Max lbs/day all phases	24.09	149.91	204.52	0.00	105.58	5.57	100.01

*** 2009***

Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	12.10	74.68	100.92	-	2.53	2.53	0.00
Bldg Const Worker Trips	0.95	0.56	11.81	0.00	0.21	0.01	0.20
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	13.04	75.24	112.73	0.00	2.74	2.54	0.20
Max lbs/day all phases	13.04	75.24	112.73	0.00	2.74	2.54	0.20

*** 2010***

Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	12.10	72.61	101.85	-	2.28	2.28	0.00
Bldg Const Worker Trips	0.86	0.51	10.87	0.00	0.21	0.01	0.20
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	12.96	73.12	112.72	0.00	2.49	2.29	0.20
Max lbs/day all phases	12.96	73.12	112.72	0.00	2.49	2.29	0.20

*** 2011***

Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	12.10	72.61	101.85	-	2.28	2.28	0.00
Bldg Const Worker Trips	0.86	0.51	10.87	0.00	0.21	0.01	0.20
Arch Coatings Off-Gas	134.20	-	-	-	-	-	-
Arch Coatings Worker Trips	0.86	0.51	10.87	0.00	0.21	0.01	0.20
Asphalt Off-Gas	0.00	-	-	-	-	-	-

Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	135.06	73.12	112.72	0.00	2.49	2.29	0.20
Max lbs/day all phases	135.06	73.12	112.72	0.00	2.49	2.29	0.20

*** 2012***

Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Arch Coatings Off-Gas	134.20	-	-	-	-	-	-
Arch Coatings Worker Trips	0.86	0.51	10.87	0.00	0.21	0.01	0.20
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	5.51	32.69	46.54	-	0.99	0.99	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.03	0.02	0.34	0.00	0.01	0.00	0.01
Maximum lbs/day	135.06	32.70	46.88	0.00	1.19	0.99	0.20
Max lbs/day all phases	135.06	32.70	46.88	0.00	1.19	0.99	0.20

Phase 1 - Demolition Assumptions: Phase Turned OFF

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Jun '07

Phase 2 Duration: 12 months

On-Road Truck Travel (VMT): 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Graders	174	0.575	8.0
2	Off Highway Trucks	417	0.490	8.0
2	Other Equipment	190	0.620	8.0
2	Rollers	114	0.430	8.0
2	Scrapers	313	0.660	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Jun '08

Phase 3 Duration: 48 months

Start Month/Year for SubPhase Building: Jun '08

SubPhase Building Duration: 39 months

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Concrete/Industrial saws	84	0.730	8.0
1	Cranes	190	0.430	8.0
2	Off Highway Trucks	417	0.490	8.0
2	Tractor/Loaders/Backhoes	79	0.465	8.0

Start Month/Year for SubPhase Architectural Coatings: Sep '11

SubPhase Architectural Coatings Duration: 6 months

Start Month/Year for SubPhase Asphalt: Mar '12

SubPhase Asphalt Duration: 3 months

Acres to be Paved: 0

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Pavers	132	0.590	8.0
1	Paving Equipment	111	0.530	8.0
2	Rollers	114	0.430	8.0

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.16	2.21	1.61	0	0.00
Hearth - No summer emissions					
Landscaping	0.37	0.01	2.34	0.00	0.01
Consumer Prdcts	3.91	-	-	-	-
Architectural Coatings	6.71	-	-	-	-
TOTALS (lbs/day, unmitigated)	11.16	2.23	3.95	0.00	0.01

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Apartments mid rise	6.34	6.40	71.41	0.06	5.46
Industrial park	25.72	28.09	307.74	0.27	24.18
Biotechnology	8.04	9.13	100.41	0.09	7.88
TOTAL EMISSIONS (lbs/day)	40.11	43.62	479.56	0.42	37.52

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2005 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Apartments mid rise	2.11	6.72 trips/dwelling unit	80.00	537.60
Industrial park		6.97 trips/1000 sq. ft.	304.94	2,125.42
Biotechnology		8.11 trips/1000 sq. ft.	82.02	665.21
Sum of Total Trips				3,328.23
Total Vehicle Miles Traveled				24,711.77

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	56.10	2.30	97.10	0.60
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.50	1.90	96.80	1.30
Med Truck 5,751- 8,500	6.80	1.50	95.60	2.90
Lite-Heavy 8,501-10,000	1.00	0.00	80.00	20.00
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.80	0.00	12.50	87.50
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.60	87.50	12.50	0.00
School Bus	0.30	0.00	0.00	100.00
Motor Home	1.40	14.30	78.60	7.10

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			
% of Trips - Commercial (by land use)						
Industrial park				41.5	20.8	37.8
Biotechnology				48.0	24.0	28.0

Changes made to the default values for Land Use Trip Percentages

The Trip Rate and/or Acreage values for Apartments mid rise
have changed from the defaults 5.77/2.11 to 6.72/2.11

Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

Changes made to the default values for Area

Changes made to the default values for Operations

The mitigation option switch changed from off to on.

The Res and Non-Res Mix of Uses Mitigation changed from off to on.

The Res and Non-Res Local-Serving Retail Mitigation changed from off to on.

The Res and Non-Res Transit Service Mitigation changed from off to on.

Appendix D

Historic and Archaeological Studies

HISTORIC RESOURCES REPORT WHITESIDE STUDY AREA EAST LOS ANGELES, CA

13 October 2005

Prepared for:

Rincon Consulting, Inc.
790 East Santa Clara Street
Ventura CA 93001

Prepared by:



1. Introduction

This report was prepared for the purpose of assisting the Los Angeles County Community Development Commission in their compliance with the California Environmental Quality Act (CEQA) as it relates to historic resources, in connection with a redevelopment plan for a 133-acre mixed heavy industrial, commercial and residential area within the unincorporated community adjacent to City Terrace, commonly referred to as “Whiteside,” in eastern Los Angeles County. The area is bounded by Worth Street to the north; North Indiana Street to the west; Eastern Avenue to the east; and the 10 Freeway, North Herbert Avenue, and Fowler Street to the south. [Figure 1]

The proposed Whiteside redevelopment plan involves development of the area in terms of economic and employment opportunities, upgrading of public infrastructure, and improvement of quality of life for residents, business and property owners. The economic development and employment opportunities include construction of a grocery supermarket, multiple biotechnology developments, and multiple industrial uses.

This report assesses the historical and architectural significance of potentially significant historic properties in accordance with the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR) Criteria for Evaluation, and Los Angeles County criteria. A determination will be made as to whether adverse environmental impacts on historic resources, as defined by CEQA and the CEQA Guidelines, may occur as a consequence of the proposed project, and the recommend the adoption of mitigation measures, as appropriate.

This report was prepared by San Buenaventura Research Associates of Santa Paula, California, Judy Triem, Historian; and Mitch Stone, Preservation Planner, for Rincon Consultants, Inc., and is based on a field investigation and research conducted in June-September 2005. The conclusions contained herein represent the professional opinions of San Buenaventura Research Associates, and are based on the factual data available at the time of its preparation, the application of the appropriate local, state and federal regulations, and best professional practices.

2. Administrative Setting

The California Environmental Quality Act (CEQA) requires evaluation of project impacts on historic resources, including properties “listed in, or determined eligible for listing in, the California Register of Historical Resources [or] included in a local register of historical resources.” A resource is eligible for listing on the California Register of Historical Resources if it meets any of the criteria for listing, which are:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

By definition, the California Register of Historical Resources also includes all “properties formally determined eligible for, or listed in, the National Register of Historic Places,” and certain specified State Historical Landmarks. The majority of “formal determinations” of NRHP eligibility occur when properties are evaluated by the State Office of Historic Preservation in connection with federal environmental review procedures (Section 106 of the National Historic Preservation Act of 1966). Formal determinations of eligibility also occur when properties are nominated to the NRHP, but are not listed due to owner objection.

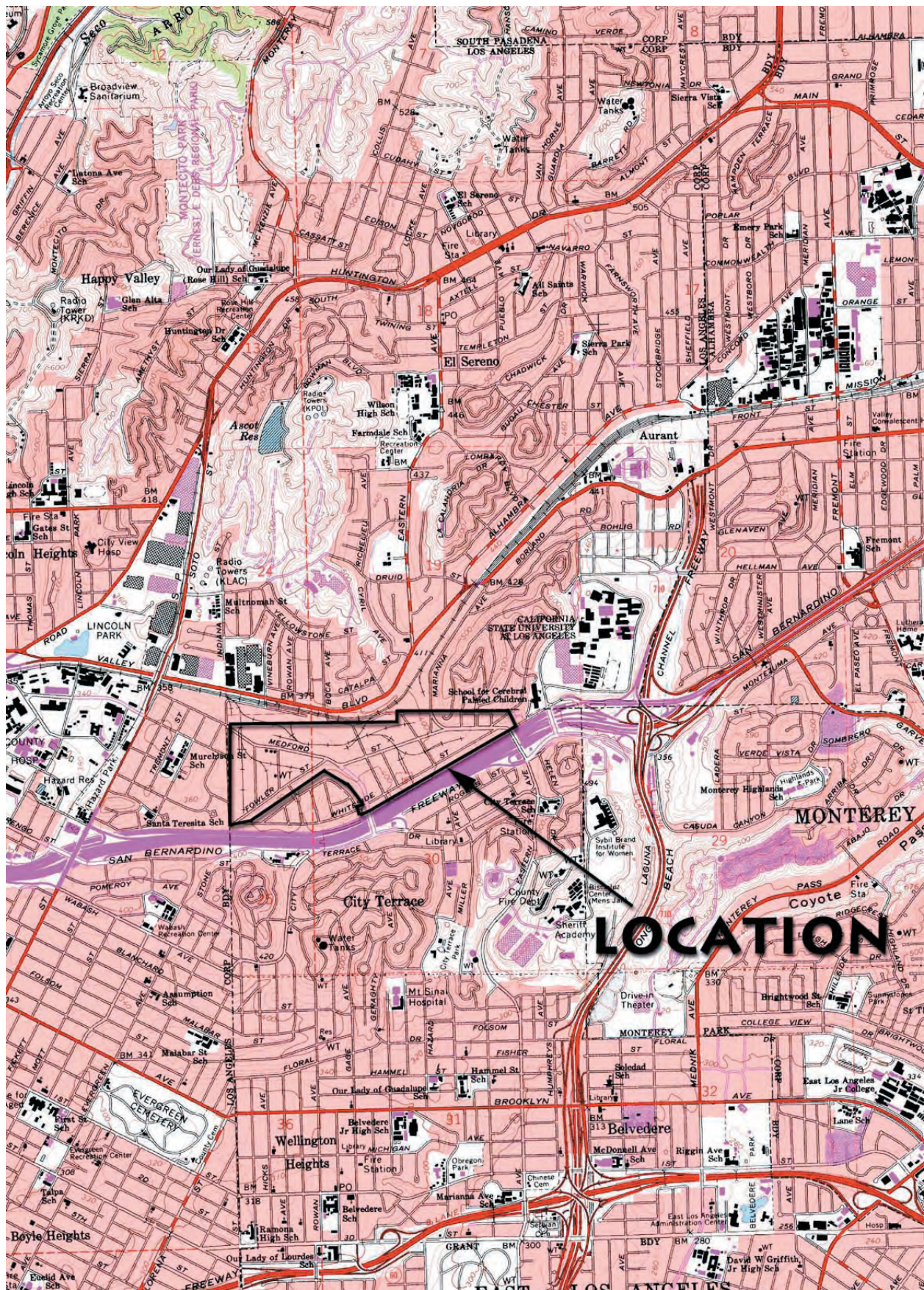


Figure 1. SITE LOCATION

Source: USGS 7.5' Quadrangle, Los Angeles, 1966, revised 1981, 1994.

Historic Resources Report: Whiteside Study Area, East Los Angeles (2)

The criteria for determining eligibility for listing on the National Register of Historic Places (NRHP) have been developed by the National Park Service. Properties may qualify for NRHP listing if they:

- A. are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. are associated with the lives of persons significant in our past; or
- C. embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. have yielded, or may be likely to yield, information important in prehistory or history.

According to the National Register of Historic Places guidelines, the “essential physical features” of a property must be present for it to convey its significance. Further, in order to qualify for the NRHP, a resource must retain its integrity, or “the ability of a property to convey its significance.”

The seven aspects of integrity are: Location (the place where the historic property was constructed or the place where the historic event occurred); Design (the combination of elements that create the form, plan, space, structure, and style of a property); Setting (the physical environment of a historic property); Materials (the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property); Workmanship (the physical evidence of the crafts of a particular culture or people during any given period of history or prehistory); Feeling (a property’s expression of the aesthetic or historic sense of a particular period of time), and; Association (the direct link between an important historic event or person and a historic property).

The relevant aspects of integrity depend upon the National Register criteria applied to a property. For example, a property nominated under Criterion A (events), would be likely to convey its significance primarily through integrity of location, setting and association. A property nominated solely under Criterion C (design) would usually rely primarily upon integrity of design, materials and workmanship. The California Register procedures include similar language with regard to integrity.

The minimum age criterion for the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) is 50 years. Properties less than 50 years old may be eligible for listing on the NRHP if they can be regarded as “exceptional,” as defined by the NRHP procedures, or in terms of the CRHR, “if it can be demonstrated that sufficient time has passed to understand its historical importance” (Chapter 11, Title 14, §4842(d)(2))

Historic resources as defined by CEQA also includes properties listed in “local registers” of historic properties. A “local register of historic resources” is broadly defined in §5020.1 (k) of the Public Resources Code, as “a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.” Local registers of historic properties come essentially in two forms: (1) surveys of historic resources conducted by a local agency in accordance with Office of Historic Preservation procedures and standards, adopted by the local agency and maintained as current, and (2) landmarks designated under local ordinances or resolutions. These properties are “presumed to be historically or culturally significant... unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.” (Public Resources Code §§ 5024.1, 21804.1, 15064.5)

Historic Resources Report: Whiteside Study Area, East Los Angeles (3)

While the County of Los Angeles has established a Historical Landmarks and Records Commission, the county does not currently maintain a local register of historic properties nor does it designate historic landmarks.

3. Impact Thresholds and Mitigation

According to PRC §21084.1, “a project that may cause a substantial change in the significance of an historical resource is a project that may have a significant effect on the environment.” The Public Resources Code broadly defines a threshold for determining if the impacts of a project on an historic property will be significant and adverse. By definition, a substantial adverse change means, “demolition, destruction, relocation, or alterations,” such that the significance of an historical resource would be impaired (PRC §5020.1(6)). For purposes of NRHP eligibility, reductions in a resource’s integrity (the ability of the property to convey its significance) should be regarded as potentially adverse impacts.

Further, according to the CEQA Guidelines, “an historical resource is materially impaired when a project... [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources [or] that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant.”

The lead agency is responsible for the identification of “potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource.” The specified methodology for determining if impacts are mitigated to less than significant levels are the *Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* and the *Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (1995), publications of the National Park Service. (PRC §15064.5(b)(3-4))

4. Historical Setting

Historical Context

The project site is located in a section of of Los Angeles County known as East Los Angeles, a somewhat indefinite area typically defined as encompassing the land between the Los Angeles River on the west and the cities of Alhambra, Monterey Park and Montebello on the east, the City of Commerce on the south and Glendale on the north. Greater East Los Angeles is composed of numerous, fairly distinct, and mainly unincorporated communities. Among these are Highland Park, El Sereno, Brooklyn Heights, Boyle Heights, Lincoln Heights, and City Terrace. Other, less well-defined portions of the district lacking any specific neighborhood identification are referred to today simply as East Los Angeles, in particular, the unincorporated sections of Los Angeles County located between the Pomona and Golden State freeways.

With the explosive growth of the Los Angeles region during the first decades of the twentieth century, the character of East Los Angeles began a rapid transition from ranching, vegetable growing, fruit farming and dairies to working-class streetcar suburbs. The many and various neighborhoods of East Los Angeles which developed during the 1900s, 1910s and 1920s, quickly took on the distinct ethnic characters of the immigrants who settled them.

Historic Resources Report: Whiteside Study Area, East Los Angeles (4)

Notable populations of Russians, Armenians, Jews, Chinese, Italians, Japanese, and Mexicans coalesced in East Los Angeles. By 1930, these neighborhoods had developed individual, well-recognized social, political and economic identities. After 1940, however, many of these ethnic groups began to disperse, and the ethnic composition of East Los Angeles shifted, taking on the predominantly Mexican-American character it reflects today.

The industrial area referred to in this report as “Whiteside” dates back to the early 1920s when the first buildings were constructed in the area bounded by Valley Boulevard and Worth Street on the north; the San Bernardino Freeway on the south; Indiana Street on the west and Eastern Avenue on the east. The area was an undeveloped pocket of land adjacent to the Southern Pacific Railroad tracks south and east of Lincoln Heights and north of what was then called the Brooklyn Heights district, with Boyle Heights to the west.

The manufacturing industry in Los Angeles and areas to the east and south began developing following World War I, and particularly during the decade of the 1920s when the population of Los Angeles grew from 319,000 to 1,238,000. With this tremendous growth in population came concurrent growth in industry. Much of the region’s early manufacturing area was established on the eastern side of the city, where the Los Angeles River intersects with railroad lines.

A map from 1921 indicates that the area now called East Los Angeles did not yet exist. By the mid-1920s houses were being built in the areas that would be called Brooklyn Heights (later City Terrace), Belvedere and Maravilla. This area was populated largely by Mexican immigrants who emigrated to the Los Angeles area during the Mexican Revolution beginning in 1910, with the largest group arriving during the 1920s. The small housing tract adjacent to the Whiteside industrial area was developed beginning in the mid-1920s. This area has always been unincorporated Los Angeles County.

The growth of the Whiteside industrial area began during the mid-1920s. Spur lines of the Southern Pacific Railroad were built to several of the factory grounds. In 1924 the Reliable Iron Foundry was established on Fishburn Avenue. In 1926 a granite works and stone business was established on Miller Avenue, and a battery manufacturing company built between 1924 and 1930 on Miller Avenue. On Medford Street, the Plant Food Corporation was established in 1926; a warehouse and Assembly building in 1928 and the St. Regis Paper Company in 1929. Whiteside Street contained the largest number of 1920s industrial buildings, including the Foote Axle & Forge Company built between 1925 and 1930; the W.J. Voit Rubber Corporation plant built in 1926; Wells Aircraft Parts Company built in 1925; a planing mill built in 1928; a metal warehouse and paint shop built 1927; a soap factory built 1926 and Kroy’s Choice Foods Company built between 1924 and 1939.

The onset of World War II led to the construction of numerous new industrial buildings in the area, especially steel fabrication plants. Between 1940 and 1960, approximately 40 additional industrial sites were developed. One of the largest industrial complexes to appear during this time period was the Western Industrial Engineering Company, manufacturer of steel products at 3100 Medford Street, begun in 1941. Also on Medford Street was the General Motors Buick Division built in 1945 at 3400 Medford Street; the Bishop-Conklin Company, a paint manufacturer built between 1933 and 1947; and the California Steel and Construction complex, built 1945-49 at 3833 Medford Street.

5. Potential Historic Resources

The identification of potential historic resources is based primarily upon two reconnaissance-level “windshield” surveys of the project area conducted in June and September 2005. The purpose of these surveys was

Historic Resources Report: Whiteside Study Area, East Los Angeles (5)

to verify dates of construction for the properties within the survey area, which were derived from data extracted from Los Angeles County Assessor records. Properties constructed in 1957 or earlier were regarded as potential historic resources if they were found to possess sufficient integrity to convey their significance. A limited amount of site-specific research was conducted utilizing Sanborn maps and the California Index at the Los Angeles Public Library.

A total of 271 properties were evaluated in the reconnaissance survey. Of these, 43 were found to be vacant and 51 were improved after 1957 and consequently were eliminated from further consideration. Of the remaining industrial and commercial properties, 60 were found to have been improved prior in 1957 or earlier, and to have retained sufficient integrity to be potentially eligible for the NRHP or CRHR either individually or as contributors to potential historic districts, for their associations with the industrial development of East Los Angeles, individuals of importance to industrial history or as representative industrial building types. No residential properties were regarded as potentially eligible, due either to insufficient age, alterations or an inability to contribute to any potential historic district. A listing of the potentially eligible properties can be found in a table in Appendix A of this report and represented graphically in Figure 2, following Appendix A.

Properties Less Than 50 Years of Age

Properties less than 50 years of age may be eligible if they can be found to be “exceptional.” While no hard and fast definition for “exceptional” is provided in the NRHP literature, the special language developed to support nominating these properties was clearly intended to accommodate properties which demonstrate a level of importance such that their historical significance can be understood without the passage of time. In general, according to NRHP literature, eligible “exceptional” properties may include, “resources so fragile that survivors of any age are unusual. [Exceptionalness] may be a function of the relative age of a community and its perceptions of old and new. It may be represented by a building or structure whose developmental or design value is quickly recognized as historically significant by the architectural or engineering profession [or] it may be reflected in a range of resources for which the community has an unusually strong associative attachment.” None of the properties in the study area appear to rise to the exceptional level.

7. Project Impacts

The project could result in unspecified changes to properties within the study area. For purposes of this analysis, it has been assumed that these changes may include the definitional adverse environmental impacts of demolition, destruction, relocation, or alterations to potentially eligible properties. This should be regarded as an impact associated with the project which cannot be mitigated to a less than significant and adverse level.

8. Mitigation Measures and Residual Impacts

A principle of environmental impact mitigation is that some measure or combination of measures may, if incorporated into a project, serve to avoid or reduce significant and adverse impacts to a historic resource. In reference to mitigating impacts on historic resources, the CEQA Guidelines state:

Where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the historical resource will be conducted in a manner consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (1995), Weeks and Grimmer, the project's impact on the historical resource

Historic Resources Report: Whiteside Study Area, East Los Angeles (6)

shall generally be considered mitigated below a level of significance and thus is not significant. (PRC §15126.4 (b)(1))

These standards, developed by the National Park Service, represent design guidelines for carrying out historic preservation, restoration and rehabilitation projects. The Secretary's Standards and the supporting literature describe historic preservation principles and techniques, and offers recommended means for carrying them out. Adhering to the Standards is the only method described within CEQA for reducing project impacts on historic resources to less than significant and adverse levels.

The demolition of an historic property cannot be seen as conforming with the *Secretary of the Interior's Standards*. Therefore, the absolute loss of an historic property should generally be regarded as an adverse environmental impact which cannot be mitigated to a less than significant and adverse level. Further, the usefulness of documentation of an historic resource, through photographs and measured drawings, as mitigation for its demolition, is limited by the CEQA Guidelines, which state:

In some circumstances, documentation of an historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur. (PRC §15126.4 (b)(2))

Implied by this language is the existence of circumstances whereby documentation may mitigate the impact of demolition to a less than significant level. However, the conditions under which this might be said to have occurred are not described in the Guidelines. It is also noteworthy that the existing CEQA case law does not appear to support the concept that the loss of an historic resource can be mitigated to less than adverse impact levels by means of documentation or commemoration. (League for Protection of Oakland's Architectural and Historic Resources v. City of Oakland [1997] 52 Cal.App.4th 896)

Taken in their totality, the CEQA Guidelines require a project which will have potentially adverse impacts on historic resources to conform to the *Secretary of the Interior's Standards*, in order for the impacts to be mitigated to below significant and adverse levels. However, CEQA also mandates the adoption of feasible mitigation measures which will reduce adverse impacts, even if the residual impacts after mitigation remain significant. Means other than the application of the Standards would necessarily be required to achieve this level of mitigation. In determining what type of additional mitigation measures would reduce impacts to the greatest extent feasible, best professional practice dictates considering the level of eligibility of the property, as well as by what means it derives its significance.

Mitigation programs for impacts on historic resources tend to fall into three broad categories: documentation, design and interpretation. Documentation techniques involve the recordation of the site according to accepted professional standards, such that the data will be available to future researchers, or for future restoration efforts. Design measures could potentially include direct or indirect architectural references to a lost historic property, e.g., the incorporation of historic artifacts, into the new development, or the relocation of the historic property to another suitable site. Interpretative measures could include commemorating a significant historic event or the property's connection to historically significant themes.

Discussion

Properties listed in Appendix A of this report which will be subject to demolition, destruction, relocation, or alterations in connection with this project shall be evaluated for their eligibility for listing on the NRHP and CRHR either as individually eligible properties or as contributors to an historic district prior to the issuance of

Historic Resources Report: Whiteside Study Area, East Los Angeles (7)

permits for such activities. Impacts on properties which are determined to be eligible as a result of site-specific research and evaluation shall be mitigated to the greatest extent feasible. Mitigation measures considered shall include but not be limited to documentation of the historic property, interpretation of the significance of the historic property either on-site or an an appropriate off-site location, and the incorporation of design measures which will serve to reduce or eliminate the impacts on the historic resource. Design measures shall conform to the *Secretary of the Interior's Standards*.

Impacts After Mitigation

Projects activities which are found to not conform to the *Secretary of the Interior's Standards* should be regarded significant and adverse after mitigation.

Historic Resources Report: Whiteside Study Area, East Los Angeles (8)

9. Selected Sources

California Office of Historic Preservation. Historic Resources Inventory (Los Angeles County), 25 April 2002.

Community Research Group. *Completion Report for the Greater East Los Angeles Cultural Heritage Survey*. Los Angeles: The East Los Angeles Community Union, 1979.

Los Angeles County Assessor's Records.

Los Angeles Public Library, California Index.

Romo, Ricardo. *History of a Barrio: East Los Angeles*. Austin: University of Texas, 1983.

Sanborn Maps: 1942-43.

Spaulding, Wm. A. *History and Reminiscences of Los Angeles City and County, California*. Vol. I. Los Angeles: J.R. Finnell & Sons, nd (c1930).

Appendix A: Potential Historic Resources

Street Number	Street Name	APN	Date Constructed	Historic Name, 1942-3
1501	FISHBURN AVE	5224009027	1951	
1522	FISHBURN AVE	5224011001	1942-51	
1539	FISHBURN AVE	5224009024	1951	
1549	FISHBURN AVE	5224009012	1947-52	
1552	FISHBURN AVE	5224011004	1950	
1583	FISHBURN AVE	5224008011	1924	Reliable Iron Foundry
3213	FOWLER ST	5224009001	1946	
3260	FOWLER ST	5224016008	1947	
3400	FOWLER ST	5224015027	1957	
3419	FOWLER ST	5224012007	1947	
3535	FOWLER ST	5224012006	1946	
3546	FOWLER ST	5224013009	1945	
3620	FOWLER ST	5224013013	1957	
3624	FOWLER ST	5224013014	1948	
3100	MEDFORD ST	5224006016	1941-43	Western Industrial Engineering Co
3345	MEDFORD ST	5224006018	1941-59	NACO Fertilizer Co
3400	MEDFORD ST	5224012011	1945	General Motors Buick Div
3535	MEDFORD ST	5224006017	1940-46	
3621	MEDFORD ST	5224003007	1949	
3626	MEDFORD ST	5224012005	1948	
3702	MEDFORD ST	5224013017	1950	
3807	MEDFORD ST	5224003003	1955-58	
3833	MEDFORD ST	5224003002	1945-49	Calif Steel & Constr Co
3929	MEDFORD ST	5224002008	1949	
3947	MEDFORD ST	5224002011	1947	Bishop Conklin Co.
3950	MEDFORD ST	5224027003	1933-50	Bishop Conklin Co
3969	MEDFORD ST	5224002010	1948	
4000	MEDFORD ST	5223037001	1929	St Regis Paper Co
4019	MEDFORD ST	5223038008	1953-55	
1551	MILLER AVE	5224027005	1924-30	battery manufacturing
1623	MILLER AVE	5224027004	1957	
1651	MILLER AVE	5224002002	1926	granite works & stone cutting
1561	N BONNIE BEACH PL	5224024024	1946-47	
1711	N EASTERN AVE	5223037017	1955	
1711	N EASTERN AVE	5223037015	1930	machine shop
1735	N EASTERN AVE	5223037018	1949-56	
1450	N INDIANA ST	5224009003	1946	
1474	N INDIANA ST	5224009021	1954	

Street Number	Street Name	APN	Date Constructed	Historic Name, 1942-3
1522	N INDIANA ST	5224009008	1946	
1536	N INDIANA ST	5224009010	1948-49	
1536	N INDIANA ST	5224009009	1948-49	
1650	N INDIANA ST	5224008012	1957	Pacific Macaroni Co
3854	WHITESIDE ST	5224029801	c1940	Terrace Substation
3900	WHITESIDE ST	5224028012	1933	PJ Walker Co contr equip yard
3954	WHITESIDE ST	5224028015	1925-30	Foote Axle & Forge Co auto parts mfg
4000	WHITESIDE ST	5224028009	1941	W.J. Voit Rubber Corp tires & rubber goods
4010	WHITESIDE ST	5224028011	1926	W.J. Voit Rubber Corp
4101	WHITESIDE ST	5223037014	1951-55	
4123	WHITESIDE ST	5223037013	1946	
4149	WHITESIDE ST	5223037011	1951	
4160	WHITESIDE ST	5223036004	1946	
4200	WHITESIDE ST	5223036005	1936	machine shop
4248	WHITESIDE ST	5223036010	1926	soap factory
4252	WHITESIDE ST	5223036011	1942	cabinet shop
4436	WORTH ST	5224005018	1930-47	Arthur Bone Inc
4466	WORTH ST	5224005020	1936	
4550	WORTH ST	5224004015	1947-48	
4578	WORTH ST	5224004010	1924-39	Kroy's Choice Foods
4600	WORTH ST	5224001001	1938	C.A. Krebs Oil Co
4722	WORTH ST	5223038002	1951	



Figure 2. POTENTIAL HISTORIC PROPERTIES



CONEJO
ARCHAEOLOGICAL
CONSULTANTS

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805/494-4309
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June 25, 2005

Mr. Joe Power
Rincon Consultants, Inc.
790 E. Santa Clara St.
Ventura, CA 93001

Subject: CDC – Whiteside Study Area, Los Angeles County

Dear Mr. Power:

Conejo Archaeological Consultants (Conejo) has completed its Phase I archaeological investigation for Los Angeles County's Community Development Commission's (CDC) Whiteside Study Area Project. The investigation consisted of a project description review, a record search at the South Central Coastal Information Center (SCCIC), review of historic maps at the Los Angeles County Central Library, and a project site visit. It is understood that federal funds would be used in the proposed redevelopment of approximately 131 acres in the City Terrace area referred to as Whiteside, which is located within unincorporated Los Angeles County (Exhibits 1, 2 & 3).

Based on the SCCIC records the proposed redevelopment of the Whiteside Study Area will have no effect on any recorded archaeological sites. However, Conejo was not able to conduct a systematic Phase I archaeological survey of the Whiteside Study Area, because over 97 percent of the ground surface is built or paved over. Buildings records and historic maps indicate that some of the industrial development dates back at least 80 years, therefore, it is possible that buried historic artifacts and/or features could occur within the Whiteside Study Area. San Buenaventura's initial inspection of the study area indicates that some of the industrial structures require additional evaluation to determine if they are eligible for listing on the National Register.

The next stage of archaeological investigation should entail a review of San Buenaventura Research Associate's initial assessment of the Whiteside Study Area and any Phase II historical assessments that follows to determine which parcels within the project APE are considered historically significant and thus might warrant archaeological monitoring of earth disturbing work. Temporary halt work order conditions in the event that archaeological resources or human remains are exposed should in effect throughout

the entire Whiteside Study Area for any future projects as detailed at the end of this report.

The project description, historic background research results, field visit findings, and recommendations are presented below.

Project Location and Description

The project's area of potential effect (APE) is located in Township 1 South and Range 12 & 13 West, Sections 25 & 30 on the 1981 USGS 7.5' Los Angeles Quadrangle. The 131 acre project site is bordered by the Los Angeles County corporate boundary line to the north, the San Bernardino Freeway and a residential development to the south, and Indiana Street to the west in eastern Los Angeles County (Exhibits 2 & 3).

The CDC will use federal funds to assemble small, underutilized and/or poorly configured parcels of property into sites suitable for new development, and to thereafter sell and/or lease property for private development.

Currently, the project APE primarily consists of a mix of industrial and older residential structures. Interspersed among the industrial uses are commercial retail and office uses, public uses, and public rights-of-way. A Redevelopment and Economic Development Feasibility Analysis determined that the Whiteside Study Area was significantly blighted and urbanized, which qualifies it for inclusion in a redevelopment project (Keyser Marston Associates, Inc. 2004:11).

Virtually the entire project Whiteside Study Area is built out and the few vacant lots present were subject to previous development. Vegetation within the study area is limited to sporadic landscaping and weeds. The Laguna Channel is located 610 meters (2,000 ft.) to the east adjacent to the 710 Freeway and the Los Angeles River is located over two miles to the west. An unnamed drainage is present in the westernmost portion of the property on the 1926 USGS 15 Alhambra Quadrangle, but is not shown on the 1966 USGS 7.5' Los Angeles Quadrangle.

Background Research of Historic Use of the Study Area

South Central Coastal Information Center Records Search

Conejo conducted a record search at the SCCIC housed at CSU Fullerton on June 21, 2005. The record search identified no prehistoric or historic archaeological sites within a 0.5-mile radius of the project's APE. The Southern Pacific Railroad (SPRR) (19-186112) is the only recorded historic site within a 0.5-mile radius. The main SPRR railroad tracks are located outside and north of the project APE and would not be directly impacted by

the project. The project could potentially result in the removal of some railroad spurs that are located within the study area. Historian Judy Triem is evaluating potential impacts to the project's built environment.

Seven archaeological investigations have been conducted within a 0.5-mile radius of the project APE. One investigation included a "windshield" survey of a portion of the San Bernardino Freeway corridor bordering the project APE (Smith 2001). A second investigation covered the Southern California Pacific Railroad right-of-way and included a small area in the northern section of the project APE. No other archaeological investigations are recorded within the project site.

Federal and State Historical Listings

The listings of the National Register of Historic Places (NRHP), California Historical Landmarks, and California Points of Historical Interest include no properties within or adjacent to the project APE (National Park Service 2005; Office of Historic Preservation 2005a & 1992). The California State Historic Resources Inventory lists no significant historical properties within or adjacent to the project APE (Office of Historic Preservation 2005b).

Los Angeles County Central Library

Conejo also conducted a record search at the Los Angeles County Central Library on June 23, 2005. The Central Library retains records of all the historic Sanborn Fire Insurance Maps completed for most of Los Angeles County. Unfortunately the library did not have any Sanborn Fire Insurance Maps for the Whiteside Study Area.

The oldest topographic map for the Whiteside Study Area available at the Central Library was the 1926 USGS 15' Alhambra Quadrangle. This map shows at least 14 structures and some SPRR spurs within the project APE. Roads present within the project APE in 1926 include Whiteside Street, Medford Street, Folwer Street, Indiana Street, Fishburn Avenue, Ditman Avenue, Bonnie Beach Place, Knowles Avenue, and Miller Avenue. Several structures/residences are present on the hill located south of the study area and north of the San Bernardino Freeway. The Pacific Electric Railroad shown on the 1926 quadrangle has since been replaced by the San Bernardino Freeway. A small drainage flows southwest across the western fourth of the project site.

The 1966 USGS 7.5' Los Angeles Quadrangle shows the project APE as completely developed. No drainages are mapped within the project APE on the 1966 quadrangle. The only major change on the 1981 7.5' Los Angeles Quadrangle to the Whiteside Study

Area is the presence of the San Bernardino Freeway to the immediate south of the project APE.

San Buenaventura Research Associates

San Buenaventura Research Associates is in the process of conducting a Section 106 evaluation of the project APE's built environment. Several of the structures within the Whiteside Study Area are at least 75 to 80 years old and some may be even older (Triem personal communication).

An initial "windshield" review of the project APE indicates that several of the industrial buildings have the potential for historical significance and require additional background research to determine if they are eligible for listing on the National Register (Stone personal communication).

San Buenaventura Research Associates was able to locate Sanborn Fire Insurance Maps for the Whiteside Area through an online source (Stone personal communication). These Sanborn Maps date to the 1940s and show numerous industries established in the study area. A property list provided to San Buenaventura Research Associates by Keyser Marston Associates, Inc. indicates that some of the industrial properties on Fishburn Avenue, Medford Street, Miller Avenue, Ditman Avenue, and Whiteside Street date back to at least the 1920s.

Site Visit

Conejo visited the project site on June 21, 2005. Every street within the project APE was driven with the objective to survey any accessible vacant lots. Based on the site visit, it is estimated that over 97 percent of the ground surface within the APE was built or paved over, which made systematic survey of the project APE unfeasible.

Only a couple of vacant lots were accessible for survey and both afforded good ground surface visibility. Linear transects spaced three meters (10 ft.) apart were used to look at these locations. Both areas had been previously disturbed by grading. No prehistoric or historic resources were noted, but these two lots are too small to be considered representative of the Whiteside Study Area. An abundance of modern trash is located throughout the Whiteside Study Area.

The ground surface throughout the project site has been extensively disturbed by development thereby reducing the likelihood that any intact prehistoric sites remain in the area (if they ever existed there in the first place). However, there is a possibility that

historic deposits associated with the development of industrial businesses in the area may be present.

Recommendations

When complete the Phase I and Phase II Historical Assessments of the Built Environment should be reviewed to determine, which parcels within the Whiteside Study Area are most sensitive for archaeological historic resources.

1. Parcels determined historically sensitive should be subject to archaeological monitoring of any future project's initial grading on said parcel. Initial grading of the project APE should be monitored by an archaeologist. The archaeologist shall have the power to temporarily halt or redirect project construction in the event that potentially significant archaeological resources are exposed. Based on monitoring observations the lead archaeologist shall have the authority to refine the monitoring requirements as appropriate (i.e., change to spot checks, reduce the area to be monitored) in consultation with the lead agency. If potentially significant prehistoric or historic resources are exposed the lead archaeologist shall be responsible for evaluating the nature and significance of the find. If no archaeological resources are observed following initial grading then no further monitoring shall be required. A monitoring report shall be provided to the lead agency and the SCCIC.

The following two recommendations should be incorporated as conditions of project approval for any future project within the Whiteside Study Area.

2. In the event that archaeological resources are exposed during project construction, all earth disturbing work within 100 meters (333 ft.) of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume.
3. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Los Angeles County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98.

Please call me at (805) 494-4309 if you have any questions. Thank you for using Conejo Archaeological Consultants for your cultural resource management needs.

Sincerely,

A handwritten signature in black ink, appearing to read "Mary K. Maki". The signature is fluid and cursive, with the first name "Mary" and last name "Maki" clearly distinguishable.

Mary K. Maki, M.A., RPA
Archaeologist

Sources Cited

Keyser Marston Associates, Inc.

2004 Redevelopment and Economic Development Feasibility Analysis for the Whiteside Study Area. Prepared for the Community Development Commission of the County of Los Angeles, September 2004.

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http://ceres.ca.gov/geo_area/counties/LosAngeles/landmarks.html.
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2005b Directory of Properties in the Property Data File for Los Angeles County.
Department of Parks and Recreation, Sacramento, California, 05-03-05.

1992 *California Points of Historical Interest*. Department of Parks and Recreation, Sacramento, California.

Smith, Philomene C.

2001 Negative Archaeological Survey Report, Caltrans District 07-LA-10-K.P.-30.1/46.2-CU170-EA21220K. On file (7183) at the south Central Coastal Information Center, CSU Fullerton.

Individuals & Institutions Contacted

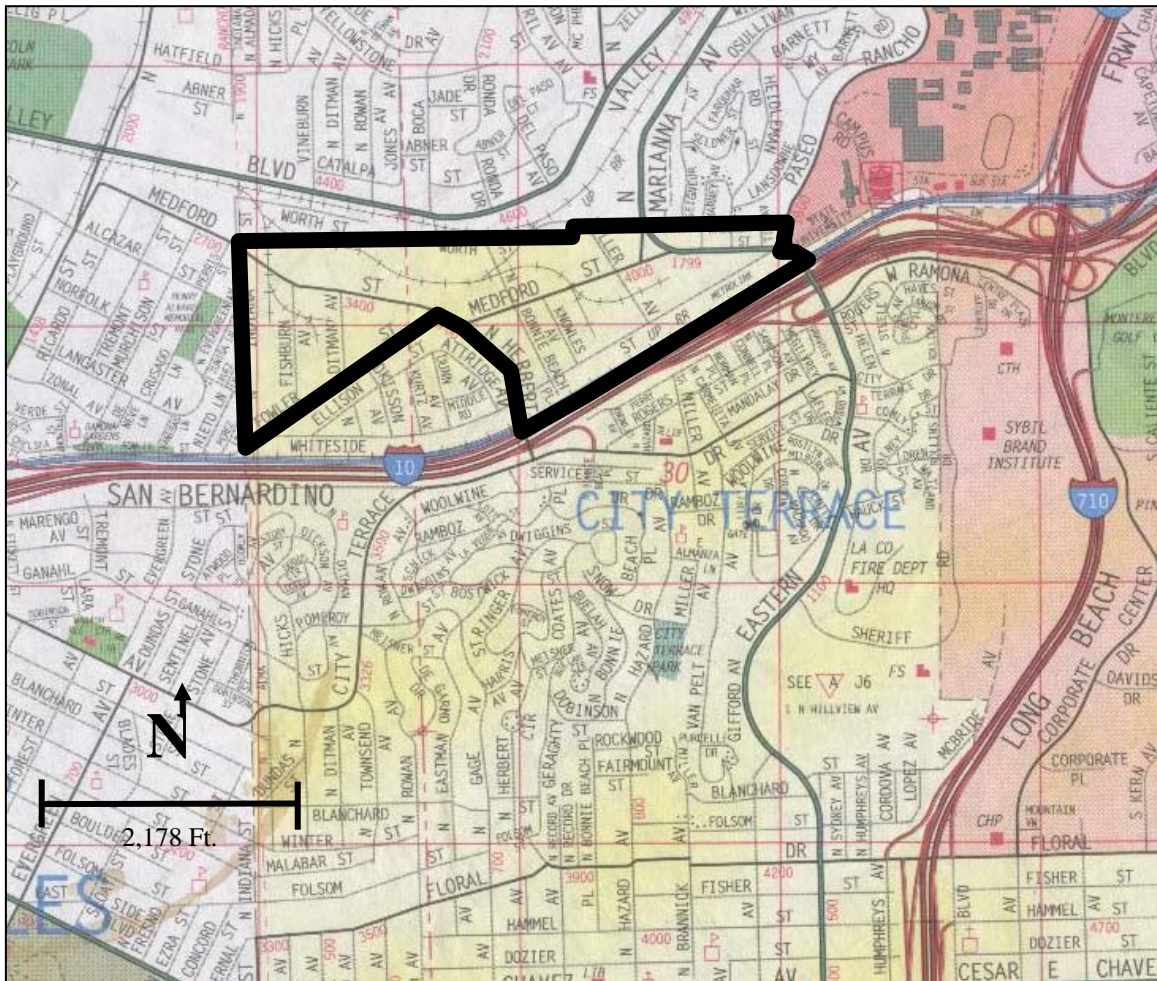
Triem, Judy, Historian, San Buenaventura Research Associates, Inc., email dated June 22, 2005.

Stone, Mitch, Historian, San Buenaventura Research Associates, Inc., email dated June 24 & 25, 2005.



PROJECT VICINITY MAP
Whiteside Study Area
City Terrace, Los Angeles County

Exhibit 1

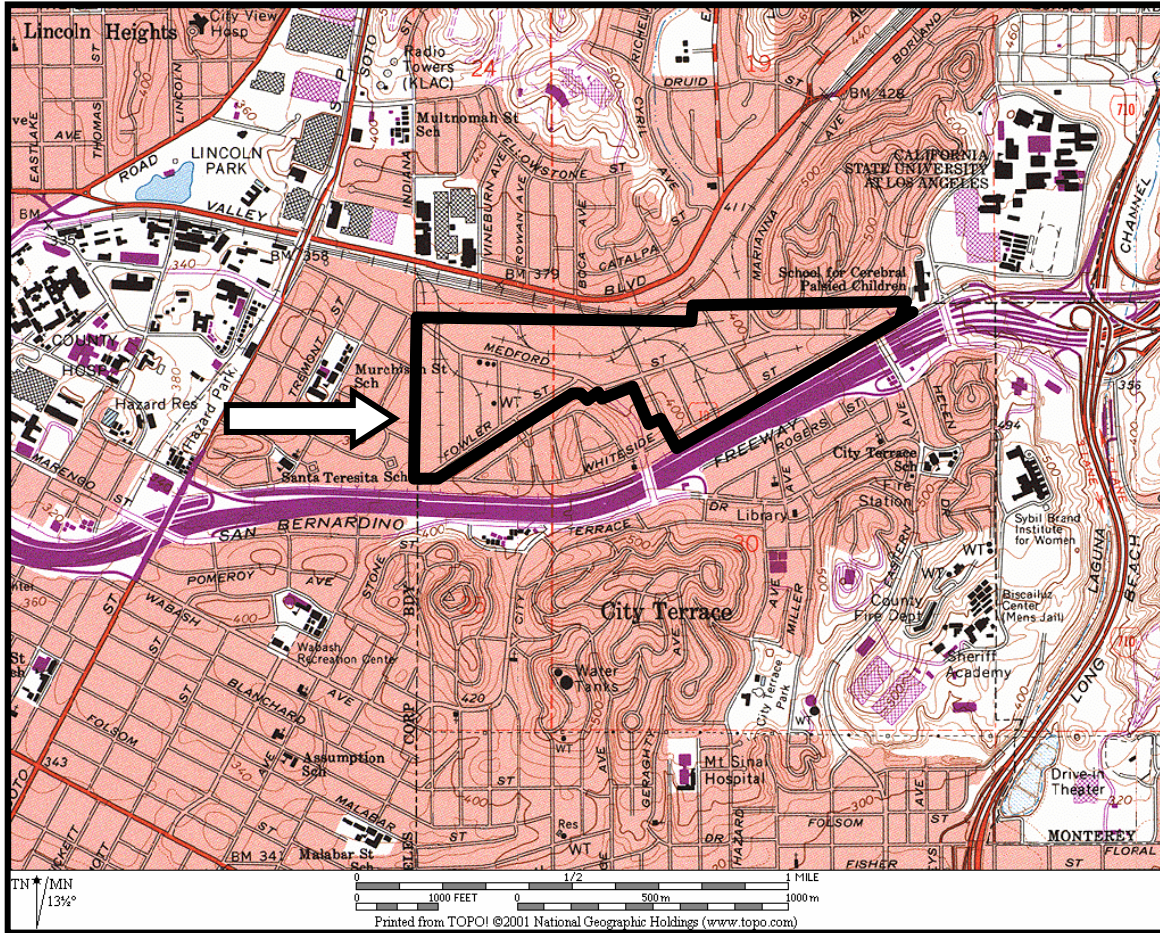


Source: Thomas Brothers, 1998 Los Angeles County Street Guide and Directory

PROJECT AREA OF POTENTIAL EFFECT

Whiteside Study Area
City Terrace, Los Angeles County

Exhibit 2



Source: USGS 7.5' Los Angeles, Quadrangle, 1966, photorevised 1981

PROJECT SITE LOCATION
Whiteside Study Area
City Terrace, Los Angeles County

Exhibit 3

Appendix E

Noise Calculations

ROADWAY TRAFFIC NOISE

Project: Whiteside Redevelopment Plan Project No. 98-3040
Date: 8-Mar-06

Roadway: Medford Street between Herbert Ave & Eastern Ave

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM

Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Hard
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 5,320 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): 4665 vehicles
Total Cumulative Growth Volume (ADT): 1020 vehicles

Source of Traffic Data: Kaku Associates, March 2006.

Daily Vehicle Mix

	<i>Existing</i>	<i>Project</i>	<i>Future</i>
Automobile	90.0%	90.0%	90.0%
Medium Truck	5.0%	5.0%	5.0%
Heavy Truck	5.0%	5.0%	5.0%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

	<i>Existing and Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

	<i>Project</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Average Speed

	<i>Existing</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

	<i>Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Whiteside Redevelopment Plan
Date: 8-Mar-06

Project No. 98-3040

Roadway: Medford Street between Herbert Ave & Eastern Ave

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 50 feet from road centerline	75	70	65	60	55
Existing	64.7 dBA	#N/A	#N/A	46	103	221
Existing + Project	67.4 dBA	#N/A	28	72	156	336
Future with Ambient Growth	64.7 dBA	#N/A	#N/A	46	103	221
Future with Ambient Growth and Project	67.4 dBA	#N/A	28	72	156	336
Future with Ambient Growth and Cumulative Projects	65.4 dBA	#N/A	#N/A	54	115	248
Future with Ambient, Cumulative, and Project Growth	67.8 dBA	#N/A	30	77	167	359

Change in Noise Levels

Due to Project	2.7 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.8 dBA
Due to All Future Growth	3.2 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 50 feet from road centerline	75	70	65	60	55
Existing	65.0 dBA	#N/A	#N/A	50	108	233
Existing + Project	67.8 dBA	#N/A	30	76	164	354
Future with Ambient Growth	65.0 dBA	#N/A	#N/A	50	108	233
Future with Ambient Growth and Project	67.8 dBA	#N/A	30	76	164	354
Future with Ambient Growth and Cumulative Projects	65.8 dBA	#N/A	#N/A	56	121	262
Future with Ambient, Cumulative, and Project Growth	68.2 dBA	#N/A	33	81	175	378

Change in Noise Levels

Due to Project	2.7 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.8 dBA
Due to All Future Growth	3.2 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

ROADWAY TRAFFIC NOISE

Project: Whiteside Redevelopment Plan Project No. 98-3040
Date: 8-Mar-06

Roadway: Eastern Avenue between Medford & I-10

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM

Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Hard
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 15,810 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2030
Total Project Volume (ADT): 4370 vehicles
Total Cumulative Growth Volume (ADT): 3045 vehicles
Source of Traffic Data: Kaku Associates, March 2006.

Daily Vehicle Mix

	<i>Existing</i>	<i>Project</i>	<i>Future</i>
Automobile	90.0%	90.0%	90.0%
Medium Truck	5.0%	5.0%	5.0%
Heavy Truck	5.0%	5.0%	5.0%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

	<i>Existing and Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

	<i>Project</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

Average Speed

	<i>Existing</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

	<i>Future</i>		
	<i>Day (7 am-7 pm)</i>	<i>Evening (7-10 pm)</i>	<i>Night (10 pm - 7 am)</i>
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Whiteside Redevelopment Plan
Date: 8-Mar-06

Project No. 98-3040

Roadway: Eastern Avenue between Medford & I-10

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 50 feet from road centerline		Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55	
Existing	69.4 dBA	#N/A	44	98	212	457	
Existing + Project	70.5 dBA	#N/A	54	116	250	538	
Future with Ambient Growth	69.4 dBA	#N/A	44	98	212	457	
Future with Ambient Growth and Project	70.5 dBA	#N/A	54	116	250	538	
Future with Ambient Growth and Cumulative Projects	70.2 dBA	#N/A	51	111	238	514	
Future with Ambient, Cumulative, and Project Growth	71.1 dBA	#N/A	59	127	274	590	

Change in Noise Levels

Due to Project	1.1 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.8 dBA
Due to All Future Growth	1.7 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 50 feet from road centerline		Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55	
Existing	69.8 dBA	#N/A	47	104	223	481	
Existing + Project	70.8 dBA	#N/A	57	122	263	566	
Future with Ambient Growth	69.8 dBA	#N/A	47	104	223	481	
Future with Ambient Growth and Project	70.8 dBA	#N/A	57	122	263	566	
Future with Ambient Growth and Cumulative Projects	70.5 dBA	#N/A	54	117	251	541	
Future with Ambient, Cumulative, and Project Growth	71.4 dBA	#N/A	62	134	289	622	

Change in Noise Levels

Due to Project	1.1 dBA
Due to Ambient Growth	0.0 dBA
Due to Ambient and Cumulative	0.8 dBA
Due to All Future Growth	1.7 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

RAILROAD NOISE CALCULATION

Project # 98-3041 Railway Noise Analysis - Union Pacific Southern Line, Los Angeles County, CA

INPUT DATA

		CORRECTION FACTORS		Assumed dBA
<i>Passenger Trains</i>				
Number of locomotives (Default=1)	1	Grade-crossing with bells?	no	90
Number of cars (Default=8)	8	Horns?	yes	96
Train speed in mph (Default=35)	35	Maximum of following adds to train car SENEL		
Distance to tracks, feet	50	Rough welded rail?	no	
Number of trains during day (7am-7pm)	23	Rough wheels?	no	
Number of trains during evening (7pm-10pm)	5	Old, corrugated rail?	no	
Number of trains during night (10pm-7am)	4	Wheels with flats?	no	
		Jointed rail?	no	
		Switch?	no	
		dBa added to car SENEL:	+ 0	
		Barrier adjustment for locomotive:	-5 dBA	
		Barrier adjustment for cars:	-2 dBA	

		CORRECTION FACTORS		Assumed dBA
<i>Freight Trains</i>				
Number of locomotives (Default=2)	2	Grade-crossing with bells?	no	90
Number of cars (Default=50)	50	Horns?	yes	100
Train speed in mph (Default=35)	35	Maximum of following adds to train car SENEL		
Distance to tracks, feet	50	Rough welded rail?	no	
Number of trains during day (7am-7pm)	0	Rough wheels?	no	
Number of trains during evening (7pm-10pm)	0	Old, corrugated rail?	no	
Number of trains during night (10pm-7am)	0	Wheels with flats?	no	
		Jointed rail?	no	
		Switch?	no	
		dBa added to car SENEL:	+ 0	
		Barrier adjustment for locomotive:	-8.4 dBA	
		Barrier adjustment for cars:	-13 dBA	

CALCULATION RESULTS

Passenger Train CNEL value:	69.4 dBA
Freight Train CNEL value:	Not Applicable
Combined CNEL value:	69.4 dBA
Distance to contour lines:	
80 dBA CNEL	Not Applicable
75 dBA CNEL	Not Applicable
70 dBA CNEL	45 feet
65 dBA CNEL	98 feet
60 dBA CNEL	210 feet
55 dBA CNEL	453 feet
50 dBA CNEL	977 feet

Note: Sound level calculations do not account for terrain, reflective conditions, or barrier features unless otherwise noted.

Reference: Harris, C.M. (1979), *Handbook of Noise Control*, 2nd. Ed

RAILROAD NOISE CALCULATION

Project # 98-3041 Railway Noise Analysis - Union Pacific Northern Line, Los Angeles County, CA

INPUT DATA

CORRECTION FACTORS		Assumed dBA
<i>Passenger Trains</i>		
Number of locomotives (Default=1)	1	no 90
Number of cars (Default=8)	8	yes 96
Train speed in mph (Default=35)	35	Maximum of following adds to train car SENEL
Distance to tracks, feet	50	Rough welded rail? no
Number of trains during day (7am-7pm)	0	Rough wheels? no
Number of trains during evening (7pm-10pm)	0	Old, corrugated rail? no
Number of trains during night (10pm-7am)	0	Wheels with flats? no
		Jointed rail? no
		Switch? no
		dBA added to car SENEL: + 0
		Barrier adjustment for locomotive: -5 dBA
		Barrier adjustment for cars: -2 dBA

CORRECTION FACTORS		Assumed dBA
<i>Freight Trains</i>		
Number of locomotives (Default=2)	2	no 90
Number of cars (Default=50)	50	yes 100
Train speed in mph (Default=35)	35	Maximum of following adds to train car SENEL
Distance to tracks, feet	50	Rough welded rail? no
Number of trains during day (7am-7pm)	16	Rough wheels? no
Number of trains during evening (7pm-10pm)	4	Old, corrugated rail? no
Number of trains during night (10pm-7am)	12	Wheels with flats? no
		Jointed rail? no
		Switch? no
		dBA added to car SENEL: + 0
		Barrier adjustment for locomotive: -8.4 dBA
		Barrier adjustment for cars: -13 dBA

CALCULATION RESULTS

Passenger Train CNEL value:	Not Applicable
Freight Train CNEL value:	72.2 dBA
Combined CNEL value:	72.2 dBA
Distance to contour lines:	
80 dBA CNEL	Not Applicable
75 dBA CNEL	32 feet
70 dBA CNEL	70 feet
65 dBA CNEL	150 feet
60 dBA CNEL	324 feet
55 dBA CNEL	697 feet
50 dBA CNEL	1502 feet

Note: Sound level calculations do not account for terrain, reflective conditions, or barrier features unless otherwise noted.

Reference: Harris, C.M. (1979), *Handbook of Noise Control*, 2nd. Ed

Appendix F

Traffic Study

DRAFT

**TRAFFIC STUDY
FOR THE
WHITESIDE REDEVELOPMENT
LOS ANGELES COUNTY, CALIFORNIA**

MAY 2006

PREPARED FOR
LOS ANGELES COUNTY
COMMUNITY DEVELOPMENT COMMISSION
AND
RINCON CONSULTANTS, INC.

PREPARED BY

KAKU ASSOCIATES
A Corporation

DRAFT

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Prepared by:

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I. INTRODUCTION

The Community Development Commission (CDC) of the County of Los Angeles (County) proposes the adoption of a Redevelopment Plan (Plan) for the Whiteside Redevelopment Project Area (Project). The proposed project site is located in City Terrace in the unincorporated Whiteside neighborhood area of the County. It is bounded by Indiana Street on the west, Fowler Street and Herbert Avenue on the southwest, Interstate 10 (I-10) San Bernardino Freeway on the south, Eastern Avenue on the east, and the County boundary on the north. The proposed project would add residential, biotechnology, commercial, and industrial uses to the existing industrial uses in a 133-acre area.

This report documents the results of a traffic study conducted by Kaku Associates, Inc. to evaluate the potential traffic impacts of the proposed project. This report identifies the base assumptions, describes the methods, and summarizes the findings of the study.

PROJECT DESCRIPTION

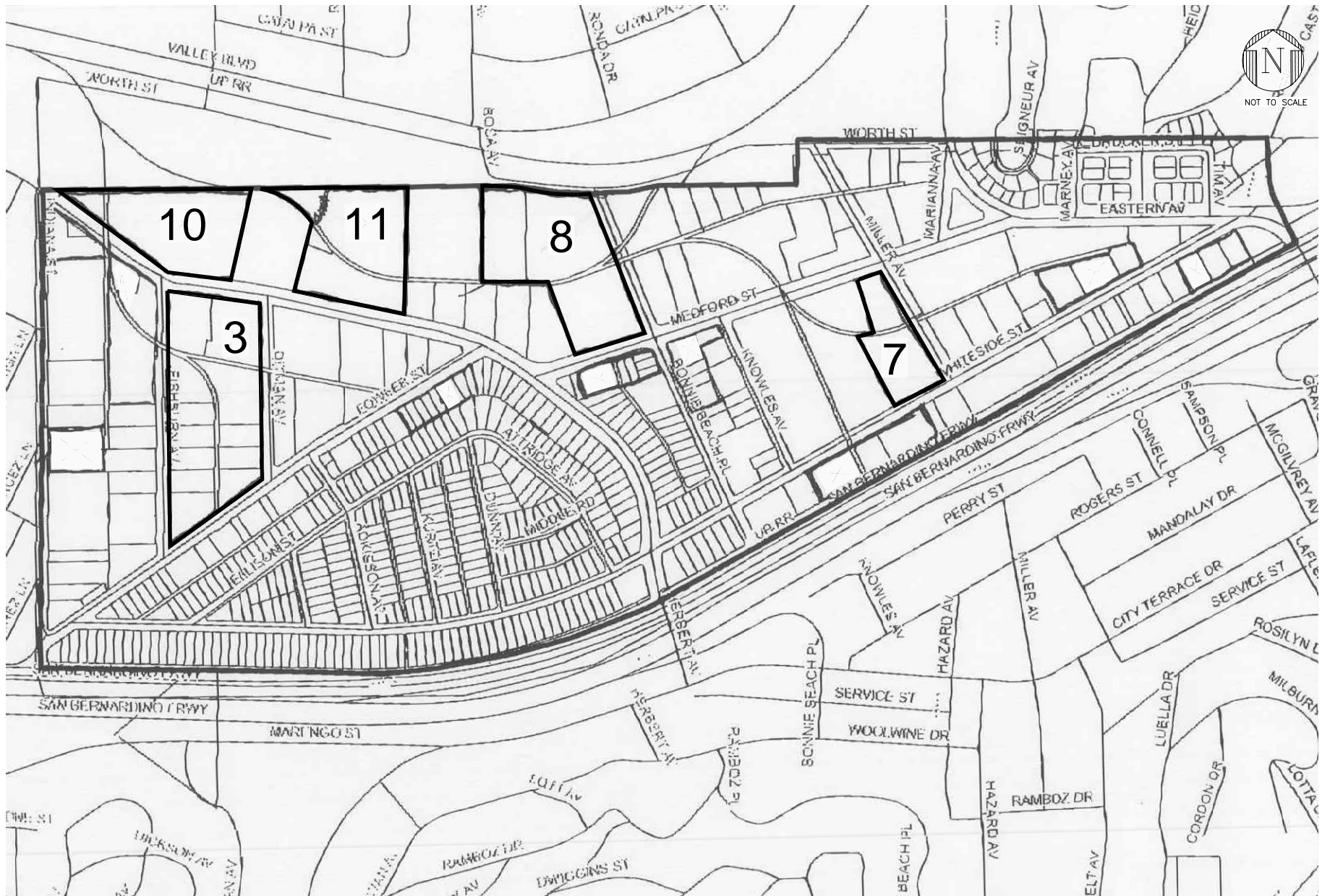
The proposed project is the adoption of a redevelopment plan for the Whiteside Redevelopment Area. The overall purpose of the redevelopment plan is to eliminate blighting influences in the plan area through public investment in the area that is hoped will foster private investment. Specific actions that the CDC may undertake include:

- The execution of agreements with existing owners and tenants located in the plan area, subject to the limitations and requirements provided by law and established rules governing owner and tenant participation
- The acquisition of property (by eminent domain, if necessary) as necessary to carry out the redevelopment plan throughout the plan area
- The management of property under the ownership and control of the CDC until resold

- The relocation and rehousing of displaced occupants of acquired property
- The demolition or removal of buildings and improvements
- The installation, construction, expansion, addition, maintenance, or reconstruction of streets, utilities, and other public facilities and improvements
- The rehabilitation and preservation of buildings and structures
- The disposition and redevelopment of land by private and public agencies for the construction of new improvements in accordance with the redevelopment plan
- The provision for low- and moderate-income housing
- The establishment and retention of controls, restrictions, and covenants running with the land so that property will continue to be used in accordance with the redevelopment plan

The proposed redevelopment plan does not represent any particular site-specific project or projects or any particular level of development. It is anticipated that development will generally be consistent with the land uses prescribed in the East Los Angeles Community Plan. For the purposes of analysis, it was assumed that the proposed project, as shown in Figure 1, would involve the following: 50,000 square feet (sf) of supermarket, 82,000 sf of biotechnology space, 305,000 sf of industrial space, and 80 units of residential uses within the approximately 133-acre project site. These proposed uses, totaling 437,000 sf and 80 residential units, are in addition to existing uses within the project area, and would be located in the five sub-areas (3, 7, 8, 10, and 11) indicated in Figure 1. See Appendix A for further details regarding the growth allocation in the project area. The Commission is not seeking approval of any of the specific projects listed here at this time. The future projects listed may or may not occur, or could be developed at a different size or location within the project area. These projects are being presented in this study as a possible development scenario to be used in evaluating the potential impacts of adoption of a redevelopment plan. Any specific future project with a potential to impact the environment or requiring the acquisition and disposition of property will be subject to further reviews and public consultation.

Though no East Los Angeles Community Plan amendments are being sought at this time, it should be noted that the residential use assumed to occur as part of a future mixed residential/commercial development might require a Community Plan amendment. The



KAKU ASSOCIATES

FIGURE 1
PROJECT SITE PLAN

analysis assumes the provision of mixed-use development because the County Planning Commission specifically requested inclusion of a mixed-use component.

STUDY SCOPE

The study was directed at the analysis of potential project-generated traffic impacts on the street system surrounding the project site. Potential impacts of the Project were evaluated against conditions forecasted for 2030, the expected project buildout year is 2035, however, the Southern California Association of Governments (SCAG) and other metropolitan planning agencies have available projected growth models to year 2030. The following traffic scenarios were analyzed in the study:

- Existing Conditions (2005) - Analysis of existing traffic conditions provided a basis for the remainder of the study. The existing conditions analysis includes an assessment of streets, traffic volumes, and current operating conditions.
- Existing plus Ambient Growth Conditions (2030) - The objective of this phase of analysis was to project future traffic growth and operating conditions that could be expected to result from regional ambient growth without consideration of the proposed project or cumulative projects.
- Cumulative Base Conditions (Existing plus Ambient Growth plus Cumulative Projects) (2030) – The objective of this phase of analysis was to project future traffic growth and operating conditions that could be expected to result from regional ambient growth and cumulative projects without consideration of the proposed project. At the request of the County of Los Angeles Department of Public Works (LADPW), the City of Los Angeles analysis methodology and traffic impact criteria were applied to analyze the two intersections that fall within the jurisdiction of the City.
- Existing plus Ambient Growth plus Project Conditions (2030) - The objective of this phase of analysis was to identify potential impacts of the Project on future traffic operating conditions. Expected traffic generated by the proposed project was added to the existing plus ambient growth traffic forecasts.
- Cumulative plus Project Conditions (Existing plus Ambient Growth plus Project plus Cumulative Projects Conditions) (2030) - The objective of this phase of analysis was to identify potential impacts of the Project and cumulative projects in the vicinity of the project site. Expected traffic generated by the proposed project, as well as by the cumulative projects, was added to the existing plus ambient growth traffic forecasts.

Eleven intersections were analyzed under the four scenarios described above. These study intersections, shown in Figure 2, are as follows:

1. Herbert Avenue/Medford Street
2. Herbert Avenue/Whiteside Street
3. Herbert Avenue/City Terrace Drive
4. Eastbound I-10 off-ramp/Bonnie Beach Place/City Terrace Drive
5. Worth Street/Boca Avenue/Valley Boulevard
6. Eastern Avenue Medford Street
7. Paseo Rancho Castilla/Eastern Avenue/State University Drive
8. Eastern Avenue/eastbound I-10 on-ramp
9. Eastern Avenue/eastbound I-10 off-ramp/northbound and southbound I-710 on-ramps/Ramona Boulevard
10. Eastern Avenue/City Terrace Drive
11. Soto Street/Alcazar Street

ORGANIZATION OF REPORT

This report is divided into six chapters. Chapter I is the introduction. Chapter II describes the existing circulation system, traffic volumes, and traffic conditions within the study area. The methodologies used to forecast future traffic volumes and the resultant forecasts are described in Chapter III. Chapter IV presents an assessment of potential project traffic impacts. Chapter V includes a discussion of the Los Angeles County Congestion Management Program analysis and freeway analysis. Finally, conclusions and recommendations of the study are summarized in Chapter VI.

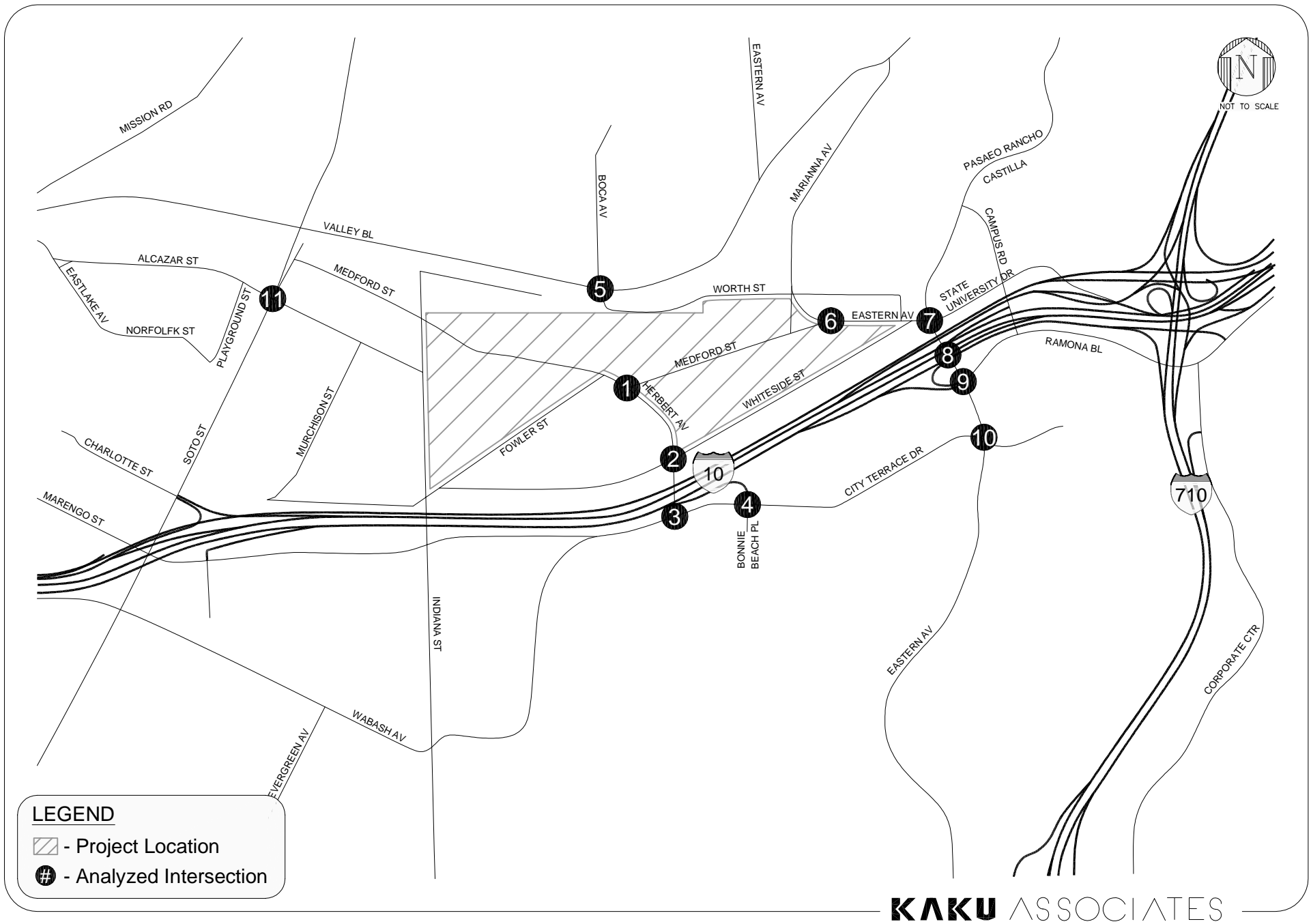


FIGURE 2
STUDY AREA AND ANALYZED INTERSECTIONS

II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop detailed descriptions of existing transportation conditions in the study area. The assessment of conditions relevant to this study includes a description of the street system, traffic volumes on these facilities, operating conditions of analyzed intersections, and public transit services.

EXISTING STREET SYSTEM

The project site is bounded by Indiana Street on the west, Fowler Street and Herbert Avenue on the southwest, the I-10 Freeway on the south, Eastern Avenue on the east, and the County boundary on the north.

Major north-south streets near the project site include Soto Street, Indiana Street, Fowler Street, Herbert Avenue, and Eastern Avenue. Major east-west streets include City Terrace Drive, Medford Street, Whiteside Street, and Valley Boulevard. Table 1 summarizes the characteristics of these streets, including details such as number of through lanes, median types, parking restrictions, and speed limits.

EXISTING TRAFFIC VOLUMES AND LEVEL OF SERVICE

The following sections present the existing intersection peak hour traffic volumes, a description of the methodology utilized to analyze the intersection operating conditions, and the existing levels of service at the analyzed intersections.

**TABLE 1
EXISTING SURFACE STREET CHARACTERISTICS**

SEGMENT	FROM	TO	LANE		MEDIAN TYPE	PARKING RESTRICTIONS		SPEED LIMIT
			NB/EB	SB/WB		NB/EB	SB/WB	
Medford St	N. Soto St	Indiana St	1	1	UD	PA	NPA	35
	Indiana St	Herbert Av	2	2	DY	PA	PA	35
	Herbert Av	Eastern Av	2	2	DY	NP10pm-6am(Over 5 Tons)	NP10pm-6am(Over 5 Tons)	35
City Terrace Dr	Eastern Av	Van Pelt Av	2	2	DY	PA	PA	35
	Van Pelt Av	Herbert Av	2	2	RM	NSAT/1Hr PA	RZ/1Hr PA	35
Herbert Av	City Terrace Dr	Medford St	2	3/2	DY	PA	PA	35
Fowler St	Medford St	Indiana St	1	1	SDY	PA	PA	35
Indiana St	Fowler St	Medford St	1	1	UD	PA	PA	25
Whiteside St	Fowler St	Herbert Av	1	1	DY	NPAT	PA	25
	Herbert Av	Eastern Av	1	1	SDY	PA	PA	30
N. Marianna Av	Valley Bl	Eastern Av	1	1/2	DY/2LY	PA	NPAT/PA	35
Eastern St	Medford St	Ramona Dr	2	2	RM/2	PA	NPA	40
	Ramona Dr	City Terrace Dr	2	2	DY	PA	PA	40
Valley Bl	Beatie Pl	Eastern Av	2	2	2LT	NSAT 4pm-6pm	PA	40
	Eastern Av	N. Eastern Av	2	2	2LT	NSAT 4pm-6pm	NSAT 7am-9am	40
	N. Eastern Av	N. Soto St	3	3	DY/2LT	NSAT 4pm-6pm	NSAT 7am-9am	40
Ramona Bl	Eastern Av	Rollins Dr	2	2	DY	NSAT	NSAT	35
Alhambra Av	Valley Bl	Lombardy Bl	2	2	DY	PA	PA	35
Adkisson Av	Whiteside St	Fowler St	1	1	UD	PA	PA	25

Notes:

MEDIAN TYPE: DY = Double Yellow Centerline
SDY = Single Dashed Yellow Centerline
2LT = Dual Left Turn Centerline
RM = Raised Median
UD = Undivided Lane

PARKING: PA = Parking Allowed
NSAT = No Stopping Anytime
GZ = Green zone - Passenger loading and unloading
RZ = Red zone - No parking allowed
LANES: # = Number of lanes
3/2 = 3 lanes, 1 being both a lane and a parking lane

Existing Traffic Volumes

Morning and afternoon peak period traffic volumes for the 11 study intersections were collected on Thursday, September 29, 2005. Figure 3 illustrates the existing a.m. and p.m. peak hour traffic volumes at the study intersections.

Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is the typically recognized minimum acceptable level of service in urban areas. Table 2A provides level of service definitions for signalized intersections and Table 2B provides level of service definitions for stop-controlled intersections. Nine of the study intersections are signalized and two study intersections are stop-controlled.

The "Intersection Capacity Utilization" (ICU) method of intersection analysis was used to determine the intersection volume-to-capacity (V/C) ratio and corresponding level of service for the turning movements and intersection characteristics at the signalized intersections in the County of Los Angeles. The lane capacity used for this study was 1,600 vehicles per hour, as specified in *Traffic Impact Analysis Report Guidelines* (County of Los Angeles Department of Public Works, January 1, 1997).

The Highway Capacity Manual 2000 (HCM 2000) unsignalized method is used to determine the intersection delay and corresponding level of service for the given turning movements and intersection characteristics at the stop-controlled intersections.

Three of the County's study intersection V/C ratios were calculated using the County's ICU Through Vehicle Equivalency method. Two of these intersections are stop-controlled; therefore the HCM 2000 unsignalized method was used to determine the intersection delays and corresponding level of service.

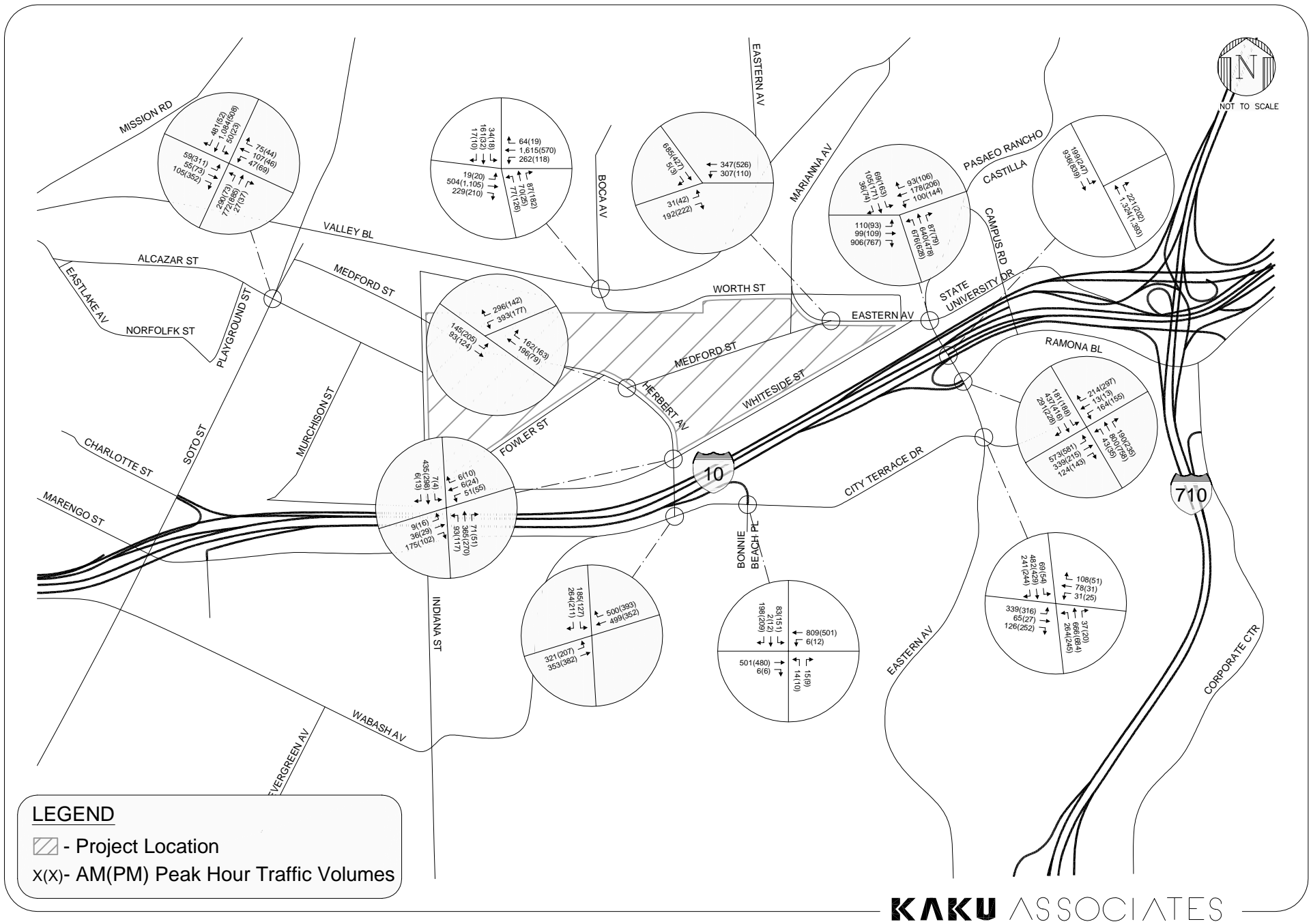


FIGURE 3
EXISTING PEAK HOUR TRAFFIC VOLUMES

TABLE 2A
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel some-what restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several cycles.
F	>1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Highway Capacity Manual, Transportation Research Board, 2000.

TABLE 2B
LEVEL OF SERVICE DEFINITIONS FOR
STOP-CONTROLLED INTERSECTIONS

Level of Service	Average Stopped Delay (seconds/vehicle)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

TABLE 3
INTERSECTION LEVEL OF SERVICE ANALYSIS
EXISTING CONDITIONS

Intersections	Peak Hour	Delay or V/C	LOS
1. Herbert Av & Medford St	A.M. P.M.	0.562 0.389	A A
2. Herbert Av & Whiteside St [a]	A.M. P.M.	35.0 24.4	D C
3. Herbert Av & City Terrace Dr	A.M. P.M.	0.628 0.485	B A
4. EB I-10 off-ramp & Bonnie Beach Pl City Terrace Dr [a]	A.M. P.M.	23.1 21.0	C C
*5. Worth St/Boca Av & Valley Bl [b]	A.M. P.M.	0.619 0.566	B A
6. Eastern Av & Medford St	A.M. P.M.	0.525 0.464	A A
7. Paseo Rancho Castilla & Eastern Av State University Dr [c]	A.M. P.M.	0.708 0.743	C C
8. Eastern Av & EB I-10 on-ramp	A.M. P.M.	0.500 0.528	A A
9. Eastern Av/I-10 off-ramp & NB & SB I-710 on-ramp/Ramona Bl	A.M. P.M.	0.759 0.807	C D
10. Eastern Av & City Terrace Dr [a]	A.M. P.M.	1.048 0.946	F E
*11. Soto St & Alcazar St [b]	A.M. P.M.	0.647 0.536	B A

Notes:

* Intersection is currently operating under the Los Angeles Department of Transportation (LADOT) ATSAC

[a] Through Vehicle Equivalency adjustment per LADPW.

[b] CMA method per LADOT requirements.

[c] CMA method per LADPW direction.

The intersections of Worth Street/Boca Avenue/Valley Boulevard and Soto Street/Alcazar Street are currently signalized and controlled by the City of Los Angeles' Boyle Heights Automated Traffic Surveillance and Control (ATSAC) and Advanced Traffic Control System (ATCS). The Los Angeles Department of Transportation (LADOT) recommends a capacity increase of 10% (0.10 V/C adjustment) be applied to reflect the benefits of ATSAC and ATCS control at these intersections. LADOT requires that the "Critical Movement Analysis" (CMA) method (Transportation Research Board, 1980) of intersection capacity analysis be used to determine the intersection V/C ratio and corresponding LOS for the given turning movements and intersection characteristics at signalized intersections. The CALCADB software package developed by LADOT was used to implement the CMA methodology in this study. Table 2A also defines the ranges of V/C ratios and their corresponding LOS using the CMA method.

Existing Levels of Service

Table 3 summarizes the existing a.m. and p.m. peak hour LOS at the analyzed intersections. As shown in Table 3, all but one of the study intersections operate at LOS D or better under existing conditions during both the a.m. and p.m. peak hours. The intersection of Eastern Avenue & City Terrace Drive currently operate at LOS F during both the a.m. and p.m. peak hours.

EXISTING PUBLIC TRANSIT SERVICE

The project area is currently served by Los Angeles County Metropolitan Transportation Authority (Metro), Monterey Park (MP), Alhambra City Transit (ACT), East Los Angeles (ELA), Foothill Transit (FT), and LADOT Downtown Area Shuttle (DASH) bus lines. The Metrolink San Bernardino commuter rail also provides a station at California State University Los Angeles (Cal State LA). Figure 4 illustrates the transit services in the study area and the bus routes are described below:

- Metro 70/370 - These lines run north and south along Marengo Street and continue to City Terrace Drive, then travel north on Eastern Avenue and east on Ramona Boulevard in the project area.

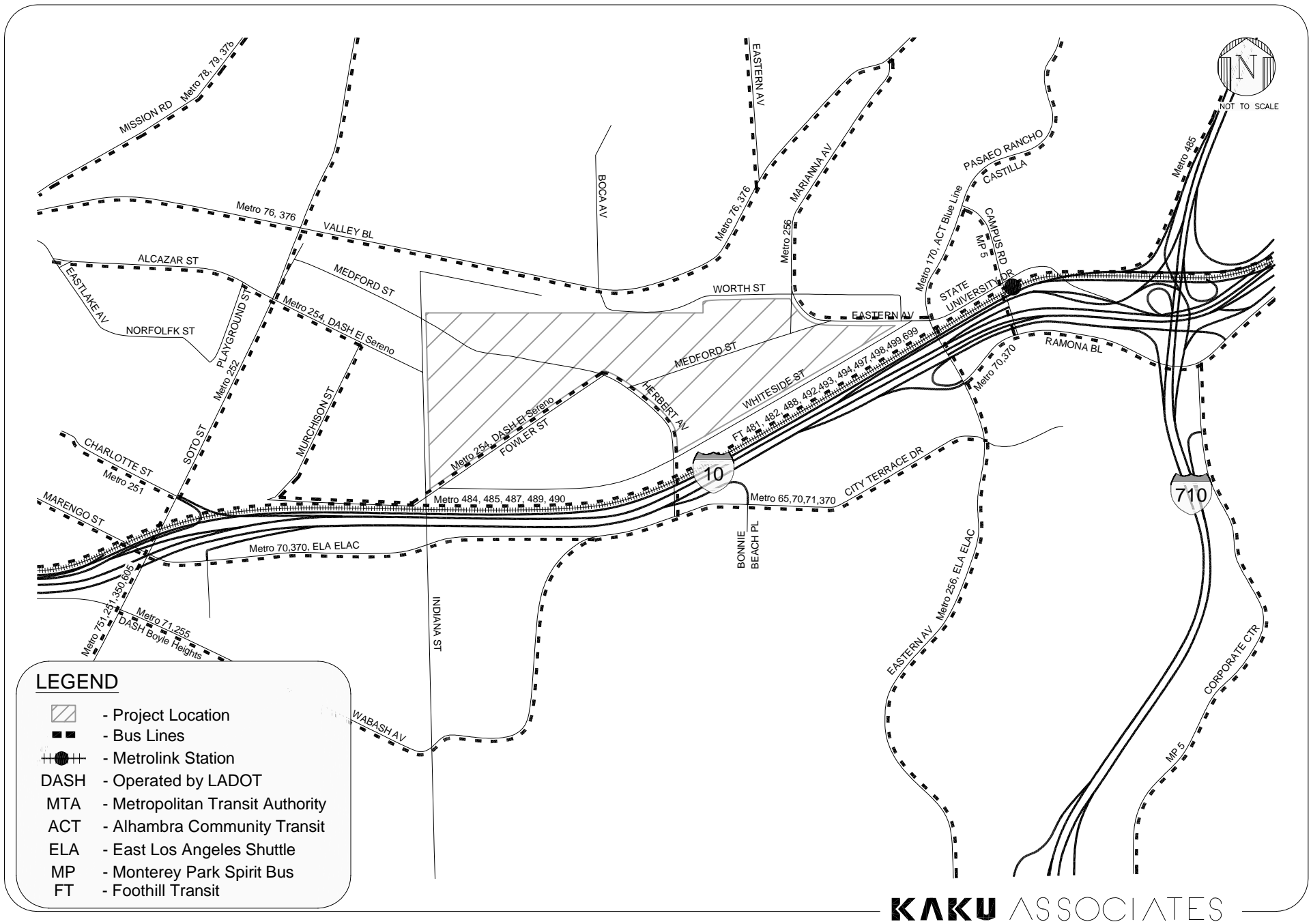


FIGURE 4
EXISTING TRANSIT SERVICE

- Metro 71 - This line travels between the West Los Angeles Transit Center and the Cal State LA Busway Station. This line predominantly travels east and west across the Project area, serving Marengo Avenue, North Soto Street, Wabash Avenue, City Terrace, Eastern Avenue and University Drive.
- Metro 76/376 - These lines travel between downtown Los Angeles and the El Monte Bus Station. This line travels east and west on Valley Boulevard in the project area.
- Metro 78/79/378 - These lines travel between Los Angeles and Arcadia. They travel north and south on Mission Road in the project area.
- Metro 251/252/751 – These lines travel between the Interstate 105 Station and Cypress Park. They travel north and south on North Soto Street and east and west on Charlotte Street in the project area.
- Metro 254 – This line travels between the Los Angeles County/University of Southern California (USC) Hospital Busway Station and Imperial/Wilmington/Rosa Parks Station. This line travels predominantly east and west across the project area, serving Fowler Street, Murchison Street, Herbert Avenue and Alcazar Street.
- Metro 255 - This line travels between Heritage Square/Arroyo Station and East Los Angeles. This line travels east and west on Wabash Avenue and Marengo Street in the project area.
- Metro 256 – This line travels between Altadena and Commerce. It travels mainly north and south on Eastern Avenue in the project area.
- Metro 605 – This line travels between the USC Medical Center and Boyle Heights. This line travels north and south on North Soto Street and east and west on Charlotte Street in the project area.
- Metro 484/485/487/489/490 – These lines travel east and west on the I-10 Freeway in the project area, serving Cal State LA.
- MP 5 – Monterey Park Spirit Line 5 travels between Monterey Park and Cal State LA. This line travels north and south on City Terrace Drive and Campus Drive in the project area.
- ACT Blue - The ACT Blue Line travels between Alhambra and Cal State LA. This line travels north and south on Paseo Rancho Castilla in the project area.
- ELA East Los Angeles College (ELAC) – The East Los Angeles Shuttle ELAC line travels between East Los Angeles and Cal State LA. This line travels east and west on City Terrace Drive in the project area.
- FT 481/482/488/492/493/494/497/498/499/699 – These Foothill Transit lines run along the I-10 Freeway in the project area, with stops that serve Cal State LA.

- DASH EL Sereno - This line predominantly travels east and west across the project area, serving the streets of Fowler Street, Murchison Street, Herbert Avenue and Alcazar Street.
- DASH Boyle Heights - This line travels east and west across the project area, serving Marengo Avenue, North Soto Street and Wabash Avenue.
- Metrolink San Bernardino - This commuter rail travels between San Bernardino and Los Angeles Union Station. This line travels along the I-10 Freeway in the project area, with a stop that serves Cal State LA.

III. FUTURE TRAFFIC PROJECTIONS

In order to evaluate properly potential impacts of the proposed project on the street system, it was necessary to develop estimates of future traffic conditions in the area both without and with the proposed project traffic. Future traffic volumes were first estimated for the study areas without the Project. These future forecasts reflect traffic increases due to general regional ambient growth. These traffic volumes represent existing plus ambient growth conditions. The traffic generated by the proposed project was then estimated and assigned to the surrounding street system. The sum of the existing plus ambient growth and project-generated traffic represents the existing plus ambient growth plus project conditions. Traffic expected to be generated by other specific developments in the vicinity of the Project, referred to as cumulative projects, was then estimated and assigned to the surrounding street system. The sum of the existing plus ambient growth plus project and cumulative project-generated traffic represents the existing plus ambient growth plus project plus cumulative projects conditions. Development of each of the future traffic scenarios is described in this chapter.

EXISTING PLUS AMBIENT GROWTH TRAFFIC PROJECTIONS

The existing plus ambient traffic projections reflect ambient growth in traffic over existing conditions. Ambient growth in traffic reflects increases in traffic due to regional growth and development. The methods and assumptions used to estimate ambient growth are described below. Figure 5 illustrates the existing plus ambient growth traffic volumes at the analyzed intersections.

Ambient Growth - Regional Growth and Development

Existing traffic count data was adjusted by a growth factor of 0.77% per year to reflect changes in regional growth and development in the area between 2005 and 2030, the analyzed project

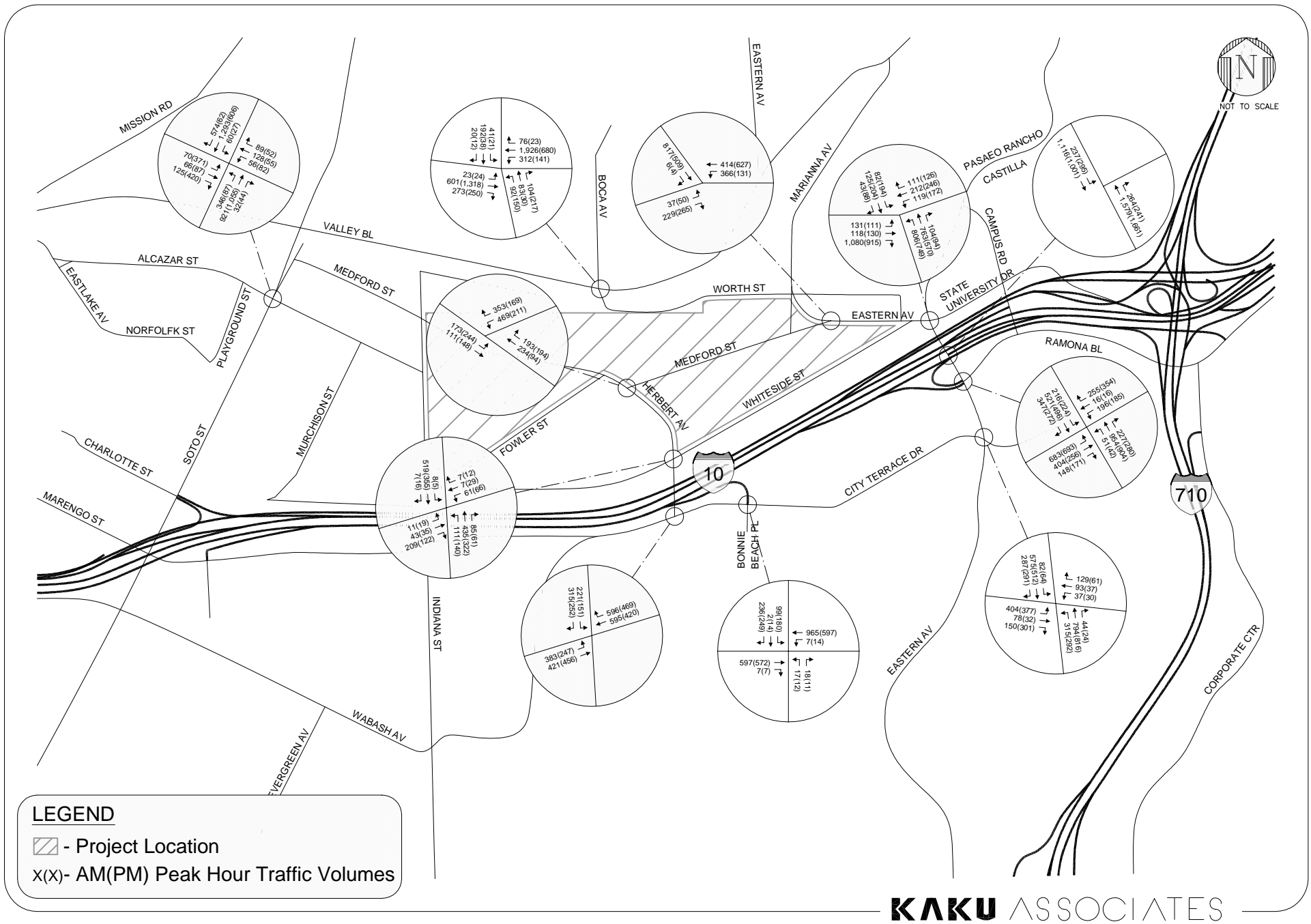


FIGURE 5
EXISTING PLUS AMBIENT GROWTH PEAK HOUR TRAFFIC VOLUMES

buildout year. This results in a total adjustment of 19.25% over existing conditions, per guidance from the County of Los Angeles Department of Public Works.

PROJECT TRAFFIC VOLUMES

Development of the traffic generation estimates for the proposed project involved a three-step process: traffic generation, trip distribution, and traffic assignment.

Project Traffic Generation

Trip generation rates from *Trip Generation, 7th Edition* (Institute of Transportation Engineers, 2003) were used to develop trip generation estimates for the Project and are summarized in Table 4.

The trip rates in Table 4 were used to develop trip generation estimates for the four elements of the proposed project. As summarized in Table 4, it can be seen that the Project is expected to generate approximately 7,593 daily vehicle trips, including about 592 trips during the a.m. peak hour and 923 during the p.m. peak hour.

No trip reduction was taken for existing uses since the site is currently occupied by vacant or deteriorated and dilapidated properties, however, pursuant to County's accepted practices, an adjustment of 10% for pass-by trip credit was made. This reduction in project trip generation is reflected in Table 4.

Project Traffic Distribution/Assignment

The geographic distribution of traffic generated by the Project is dependent on several factors including the type and density of the proposed land uses, the geographic distribution of the population from which the employees and residents will be drawn, the location of the various elements of the proposed development, the physical characteristics of the street system, and the

TABLE 4
PROJECT TRIP GENERATION ESTIMATES
WHITESIDE REDEVELOPMENT PROJECT

Land Use	Size	Trip Generation Rates [a]									Estimated Trip Generation						
		ITE Code	Daily Rate	A.M. Peak Hour			P.M. Peak Hour			Trip Rate Unit	Daily Trips	A.M. Peak Hour Trips			P.M. Peak Hour Trips		
				Rate	% In	% Out	Rate	% In	% Out			In	Out	Total	In	Out	Total
Non-Residential																	
Supermarket	50,000 sf	850	[b]	[b]	61%	39%	[b]	51%	49%	per ksf	4,739	114	73	187	275	264	539
Less Pass-by Credit [b]	-10%										(474)	(12)	(7)	(19)	(28)	(26)	(54)
Biotechnology	82,023 sf	760	8.11	1.24	83%	17%	1.08	15%	85%	per ksf	665	85	17	102	13	76	89
Industrial	304,939 sf	110	6.97	0.92	88%	12%	0.98	12%	88%	per ksf	2,125	247	34	281	36	263	299
Non-Residential Subtotal	436,962 sf										7,055	434	117	551	296	577	873
Residential	80 units	220	6.72	0.51	20%	80%	0.62	65%	35%	per unit	538	8	33	41	33	17	50
Total											7,593	442	150	592	329	594	923

Notes:

- a. Source: *Trip Generation, 7th Edition*, Institute of Transportation Engineers (ITE), 2003.
- b. Source: Los Angeles County Department of Public Works.

level of congestion on the local and regional roadway network. The distribution pattern used in this study was developed based on guidelines in *2004 Congestion Management Program for Los Angeles County* (CMP) (Los Angeles County Metropolitan Transportation Authority, 2004). The overall distribution pattern for this Project is shown in Figure 6.

Application of the trip distribution and assignment shown in Figure 6 yields the project volumes illustrated in Figure 7.

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT TRAFFIC PROJECTIONS

The proposed project traffic volumes were then added to the existing plus ambient growth traffic projections. The resulting projected existing plus ambient growth plus project weekday morning and evening peak hour traffic volumes, representing future traffic conditions with the completion of the proposed project, are illustrated in Figure 8.

EXISTING PLUS AMBIENT GROWTH PLUS PROJECT PLUS CUMULATIVE PROJECTS TRAFFIC PROJECTIONS

The existing plus ambient growth plus project plus cumulative projects traffic projections were developed by adding the expected growth due to cumulative projects to the existing plus ambient growth plus project projections. Cumulative projects are planned developments, not including the proposed project, located within, or in the vicinity of, the study area. The methods and assumptions used to develop traffic projections for the cumulative projects are detailed below. Figure 9 illustrates the existing plus ambient growth plus project plus cumulative projects traffic volumes.

Cumulative Projects Traffic Generation and Assignment

Information on cumulative projects within a two-mile radius of the project site was collected from the County and the City of Los Angeles. Seventeen cumulative projects were identified. They are listed in Table 5 and their locations are illustrated in Figure 10. It was determined that

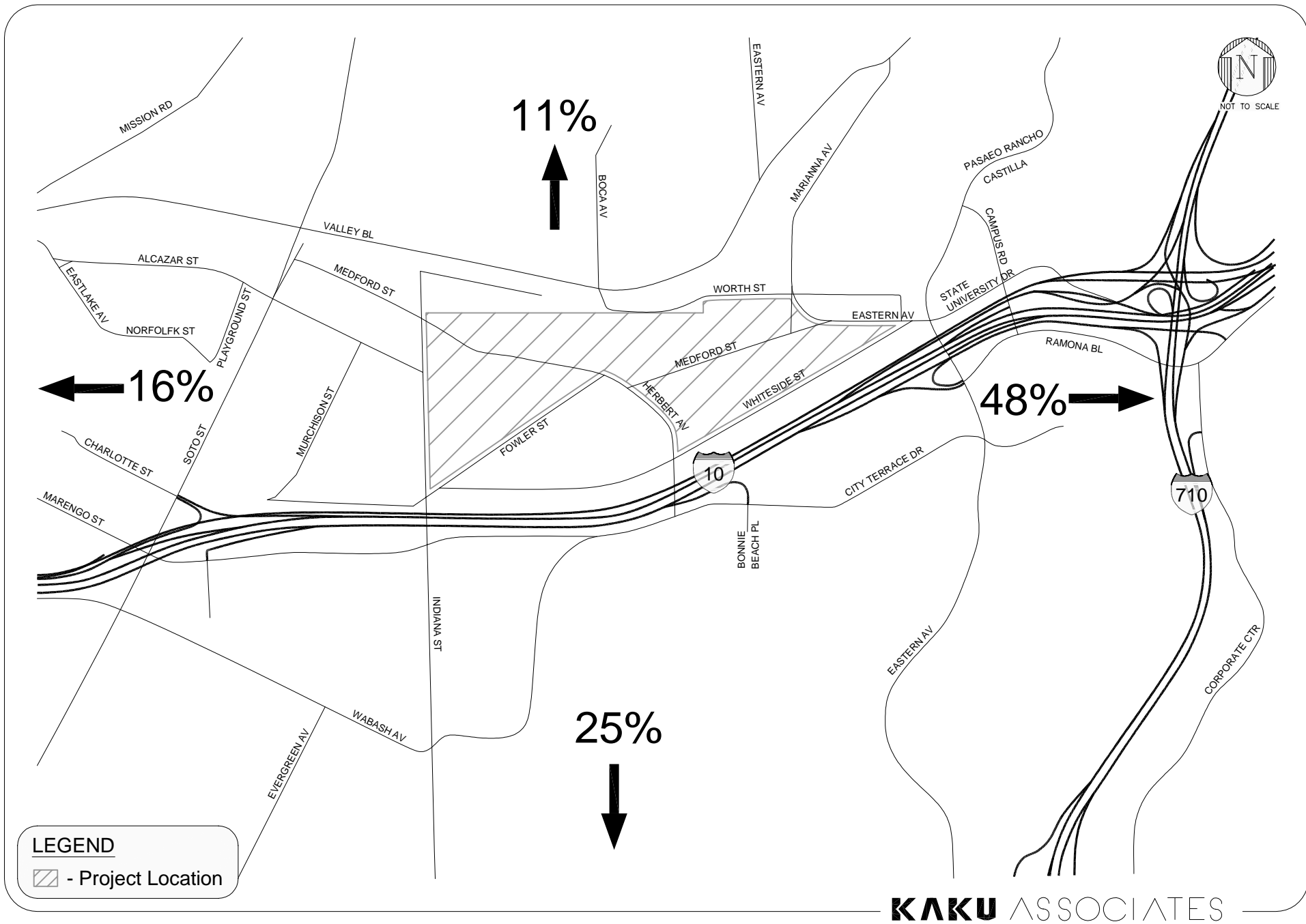


FIGURE 6
REGIONAL TRIP DISTRIBUTION

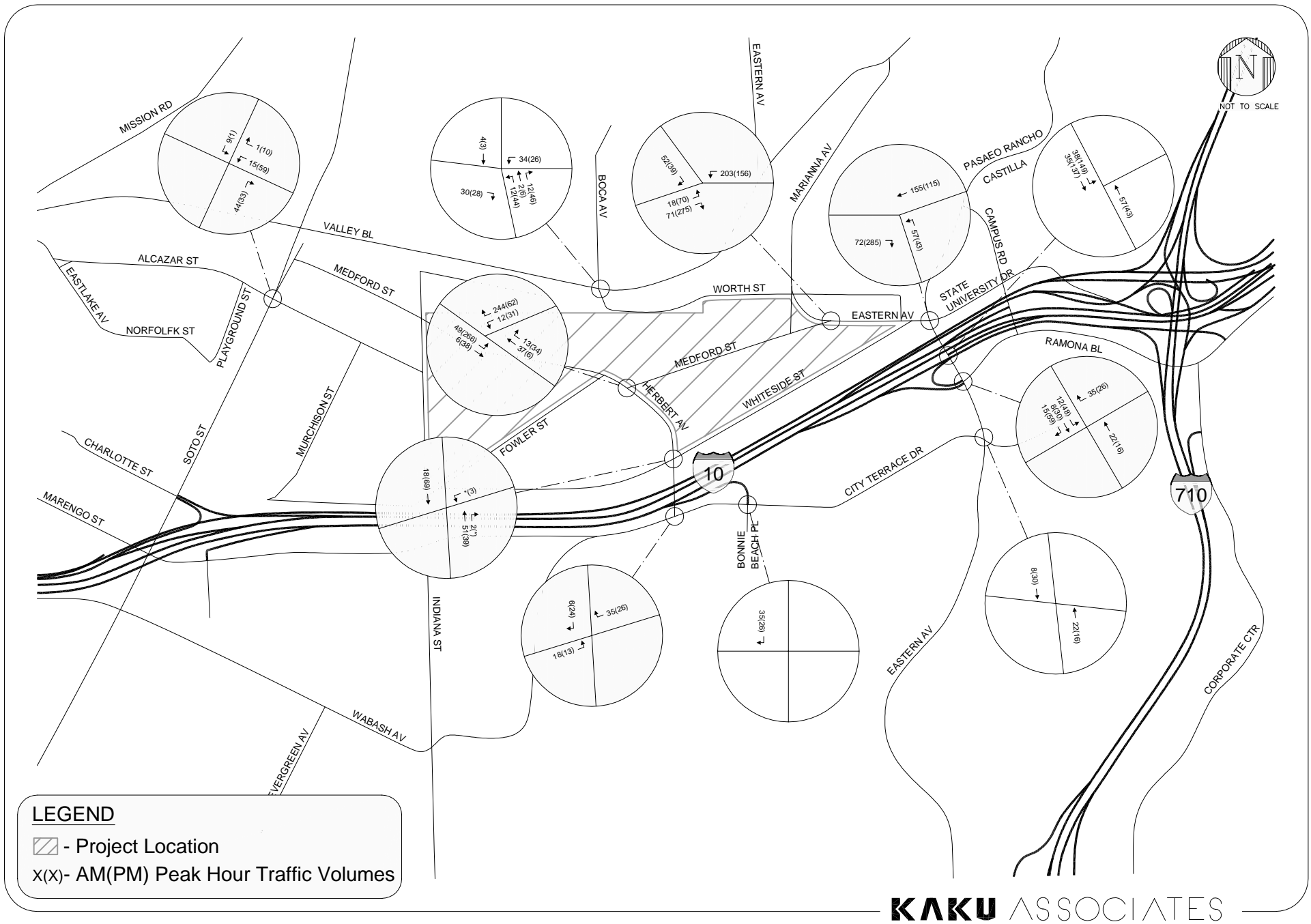


FIGURE 7
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

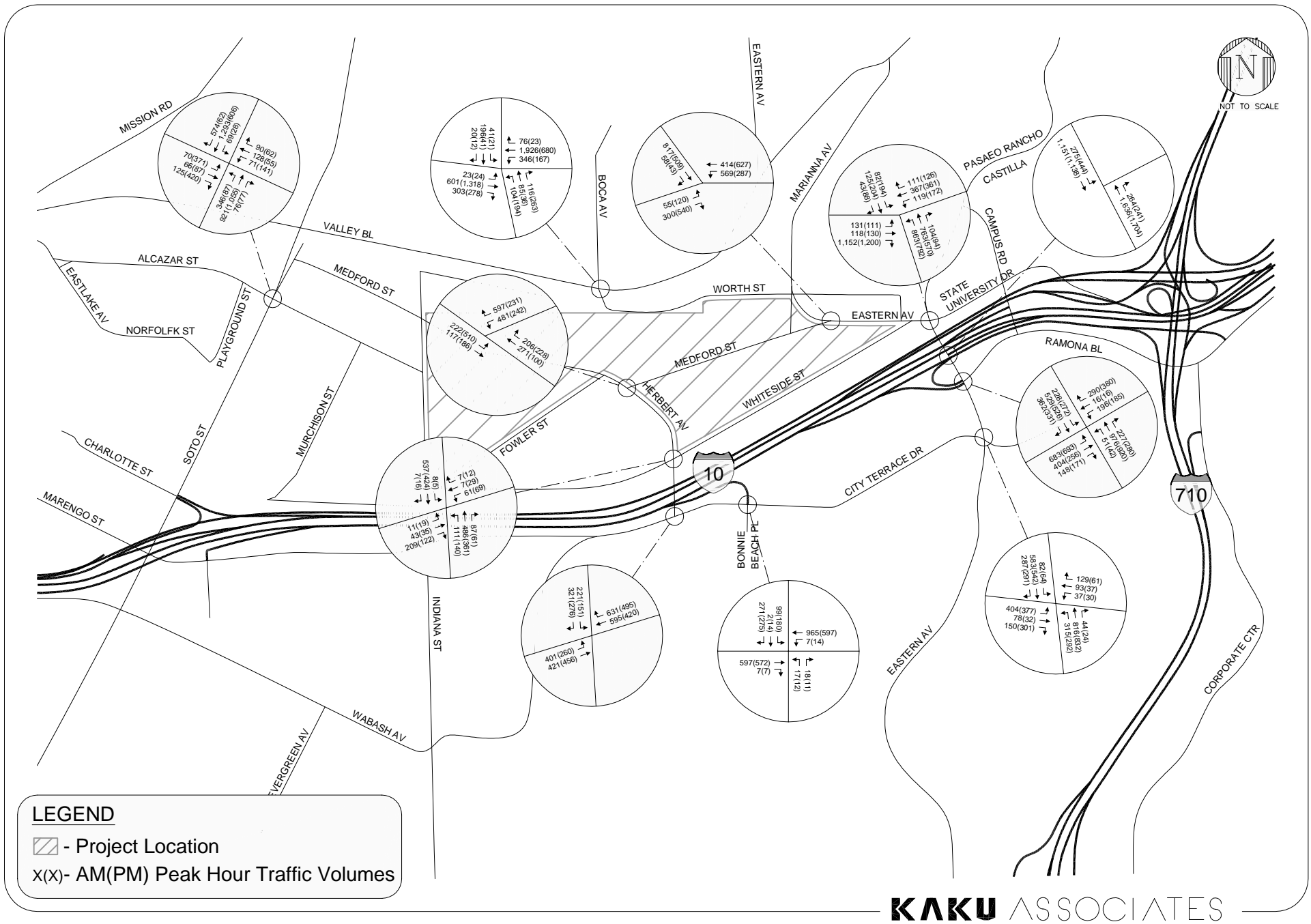


FIGURE 8
EXISTING PLUS AMBIENT GROWTH PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

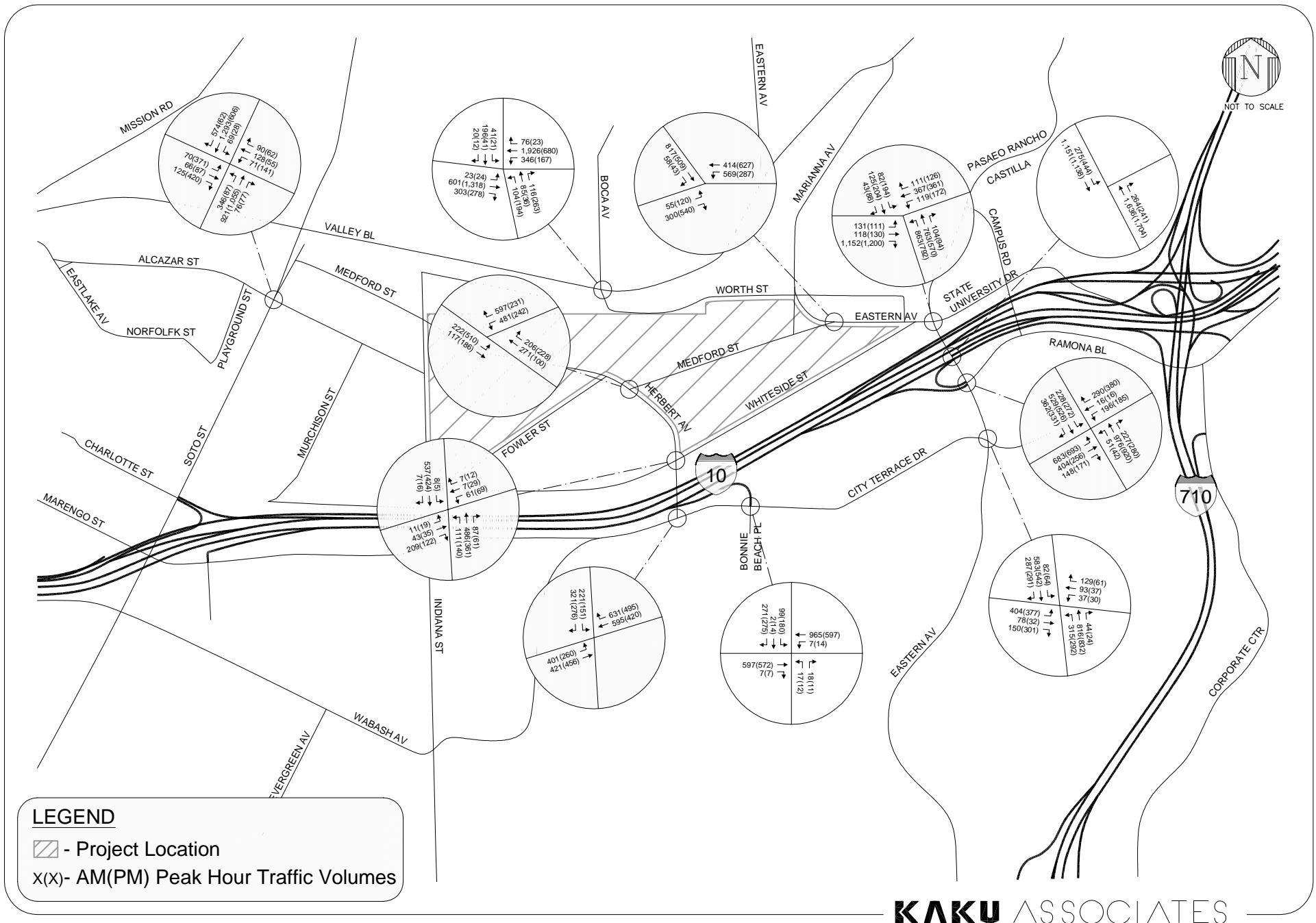


FIGURE 9
EXISTING PLUS AMBIENT GROWTH PLUS CUMULATIVE PROJECTS
PEAK HOUR TRAFFIC VOLUMES

**TABLE 5
TRIP GENERATION ESTIMATES FOR CUMULATIVE PROJECTS**

No.	Project Name	Project Description	Project Location	SIZE	Daily Trips	A.M. Peak Hour			P.M. Peak Hour			Source
						In	Out	Total	In	Out	Total	
1	LA County/USC Medical Center Replacement Project	Medical Center (600 beds)	Marengo St & State St	1,471 ksf	24,691	1,042	385	1,427	366	988	1,354	[1]
2	White Memorial	Medical Office & Hospital	Cesar Chavez Av & Boyle Av	114 ksf	2,876	139	57	196	90	201	291	[1]
3	Restaurant/Banquets/Arcade	Restaurant/Banquet/Arcade	Broadway & Gates St	22 ksf	1,922	7	7	14	97	62	159	[1]
4	Mixed Use	Residential Day Care	Avenue 23 & Barranca St	146 du	2,064	24	120	144	117	57	174	[1]
5	Fast Food w/Drive Thru	Fast Food w/Drive Thru	Soto St & 4th St	3 ksf	1,244	64	61	125	44	40	84	[1]
6	R&D & Medical Office	Research & Development Medical Office	Alcazar Av & Soto St	405 ksf	6,464	498	133	631	182	491	673	[1]
7	AMCAL housing	Enrollment Child Care 100 Condominiums 154 Affordable Housing 154 Senior Housing	Avenue 26 & Artesian St	408 du	2,064	33	111	144	112	62	174	[1]
8	USC HNRT (Harlyne Norris Research Tower)	Medical Research Building	Eastlake Av & Biggy	180 ksf	1,660	179	48	227	59	158	217	[1]
9	Hollenbeck Police Station	Replacement Station	1st St & St. Louis St	52 ksf	4	6	1	7	(7)	(15)	(22)	[1]
10	Warehouse	Warehouse	Worth St & Eastern Av	160 ksf	794	42	30	72	38	37	75	[1]
11	Valley Bl-Alhambra Av (I-710) connection	Connector Road b/w Valley Bl & Alhambra Av	Valley Bl & Alhambra Av	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	[2]
12	Valley Bl Grade Separation	Grade separation at Valley Bl	Valley Bl & Alhambra Av	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	[2]
13	Adelante Eastside Development [4]	Industrial, Commercial, Housing	Adelante eastside area		40,560	2,243	616	2,859	1,366	3,243	4,609	[3]
14	Residential	Low-income Housing	3887 E 1st St	169 du	14,784	17	69	86	68	37	105	[5]
15	County of Los Angeles Fire Department Headquarters		1320 Eastern Av	N/A	N/A	149	20	169	28	134	162	[6]
16	Eugene C. Biscailuz Regional Training Center (Sheriff Sub Station)		1060 Eastern Av	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	[7]
17	Los Angeles Regional Forensic Science Crime Laboratory Project		5151 State University Dr	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	[7]
TOTAL					99,127	4,443	1,658	6,101	2,560	5,495	8,055	

NOTES:

- [1] Trip generation data obtained from the LADOT related project database (City of Los Angeles Planning Department) using Trip Generation, 7th Edition (ITE, 2003), except as noted.
- [2] Source: City of Los Angeles, Department of Public Works, Bureau of Engineering, September 2005
- [3] Traffic Study for the Adelante Eastside Redevelopment Project EIR, September 1997, Kaku Associates, Inc.
- [4] Includes USC Health Sciences Campus (HSC) project.
- [5] LA County Regional Planning.
- [6] Trip generation data provided by LADPW.
- [7] Project movement volumes provided by LADPW. No trip generation data was provided.

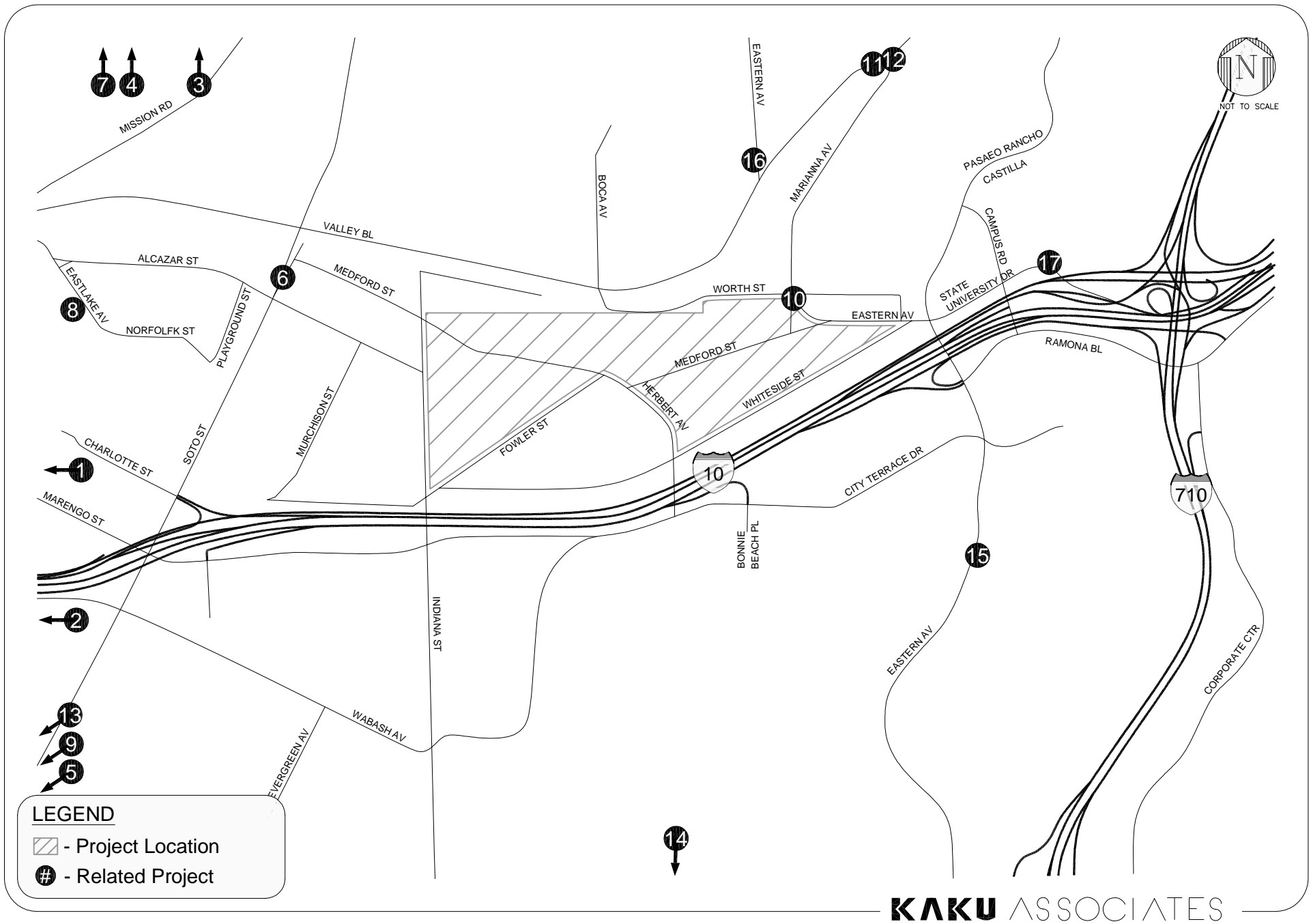


FIGURE 10
LOCATION OF CUMULATIVE PROJECTS

cumulative projects such as low-density residential and small neighborhood markets would already be included in the background growth forecasted to year 2030.

The USC Harlyne Norris Research Tower (HNRT) project is currently under construction. As a condition of approval for this project, discussed in *Traffic Impact Study Health Sciences Campus Project University of Southern California City of Los Angeles, California* (Linscott, Law & Greenspan, Engineers, revised May 5, 2005), the intersection of Soto Street/Alcazar Street would undergo conversion of the southbound right-turn only lane to a shared through/right-turn lane. The study does not identify any additional right-of-way dedication required to provide three southbound receiving lanes. This conversion, including the widening required for the southbound receiving lanes, however, is included in the future cumulative conditions analysis.

Trip Generation. Trip generation estimates for the majority of the cumulative projects were drawn from the trip generation rates contained in *Trip Generation, 7th Edition*. The trip generation estimates for the related projects presented in Table 5 show that the cumulative projects are projected to generate a combined total of approximately 99,127 daily trips, of which approximately 6,101 and 8,055 would occur in the a.m. and p.m. peak hours, respectively. The Valley Boulevard and Alhambra Avenue Connector and Grade Separation projects would not generate cumulative project traffic. These roadway improvement projects, however, would alter the traffic patterns in the immediate vicinity of the improvement area. The LADPW also provided individual project traffic movement volumes on two cumulative projects: the Eugene C. Biscailuz Regional Training Center (Sheriff Sub Station) and the Los Angeles Regional Forensic Science Laboratory Project. These volumes were added to the individual study intersections as part of the future analyses.

Trip Distribution/Assignment. The geographic distribution of the traffic generated by the proposed cumulative projects would be dependent on several factors. These factors include the type and density of the proposed land use, the geographic distribution of population from which the employees and potential patrons of the proposed development would be drawn, and the location of the project in relation to the surrounding street system.

Using the estimated trip generation estimates and trip distribution patterns described above, traffic generated by the cumulative projects was assigned to the street network. Figure 11 illustrates the related project volumes assigned at each of the study intersections.

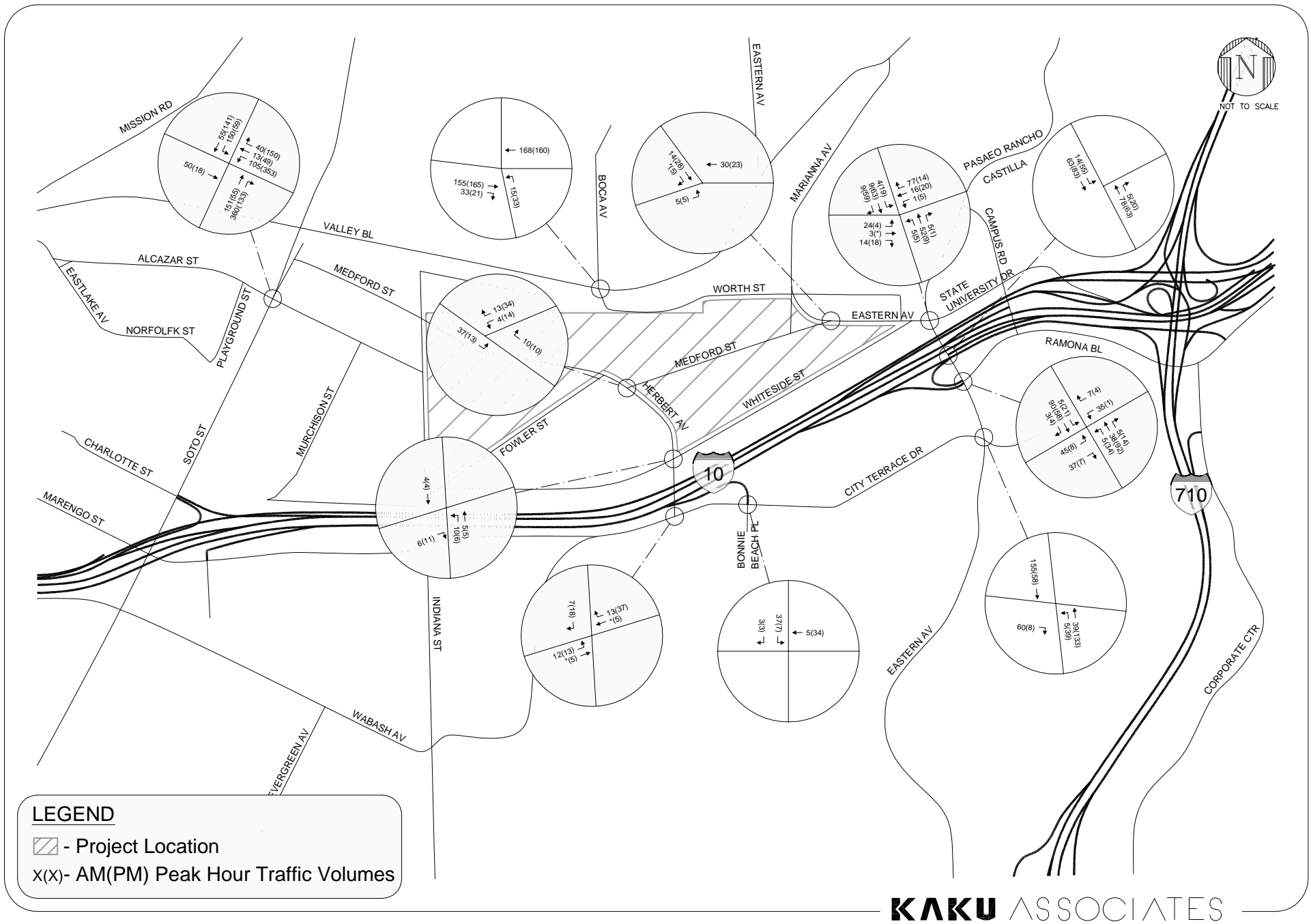


FIGURE 11
CUMULATIVE PROJECT PEAK HOUR TRAFFIC VOLUMES

Cumulative Improvements. LADPW provided future cumulative improvements for the intersection of Herbert Avenue & Whiteside Street that were incorporated into the future without project conditions analysis.

IV. TRAFFIC IMPACT ANALYSIS

This chapter presents an analysis of the projected year 2005 traffic volumes to determine the potential impacts of the proposed project on operating conditions of the surrounding street system.

CRITERIA FOR DETERMINATION OF SIGNIFICANT TRAFFIC IMPACT

The LADPW has established threshold criteria that determine if a project has a significant traffic impact at a specific intersection. According to LADPW criteria, a project impact would be considered significant if the following conditions were met:

Intersection Conditions with Project Traffic		Project-related Increase in V/C Ratio
LOS	V/C Ratio	
C	0.71 - 0.80	Equal to or greater than 0.04
D	0.81 - 0.90	Equal to or greater than 0.02
E, F	> 0.91	Equal to or greater than 0.01

The County guidelines imply that an LOS above C is acceptable. Therefore, the baseline V/C for LOS above C can be taken as 0.71 as defined in the guidelines.

The City of Los Angeles has also established threshold criteria that determine whether a project has a significant traffic impact at a specific intersection. Under the City's guidelines, a project impact would be considered significant if the following conditions are met:

Intersection Condition with Project Traffic		Project-Related Increase
LOS	V/C Ratio	in V/C Ratio
C	> 0.700 – 0.800	Equal to or greater than 0.040
D	> 0.800 – 0.900	Equal to or greater than 0.020
E, F	> 0.900	Equal to or greater than 0.010

PROJECT TRAFFIC IMPACT ANALYSIS

The year 2005 volumes as projected in the previous chapter were analyzed to determine potential future operating conditions and traffic impacts with the addition of project-generated traffic. Tables 6A and 6B present the results of this analysis. Under existing plus ambient growth conditions, four of the nine County intersections would continue to operate at LOS C or better during both peak hours. Under the existing plus ambient growth plus project conditions, four of the nine County intersections are projected to operate at LOS C or better during both the a.m. and p.m. peak hours. Under the cumulative base conditions, one of the City of Los Angeles intersections is projected to operate at LOS D or better during both the a.m. and p.m. peak hours. Under the existing plus ambient growth plus project plus cumulative projects (cumulative plus project) conditions, four of the nine County intersections are projected to operate at LOS D or better during both the a.m. and p.m. peak hours. Under the cumulative plus project conditions, one of the City of Los Angeles intersections is projected to operate at LOS D or better during both the a.m. and p.m. peak hours.

TRAFFIC MITIGATION MEASURES

The traffic impact analysis described above determined that development of the proposed project would create significant traffic impacts at three of the County locations under existing plus ambient growth plus project conditions and at seven of the 11 analyzed locations under existing plus ambient growth plus project plus cumulative projects (cumulative plus project) conditions.

TABLE 6A
INTERSECTION LEVEL OF SERVICE ANALYSIS
COUNTY OF LOS ANGELES INTERSECTIONS
FUTURE CONDITIONS

Intersections	Peak Hour	Existing plus Ambient Growth		Existing plus Ambient Growth plus Project				Existing plus Ambient Growth plus Project plus Cumulative Project				Existing plus Ambient Growth plus Project with Mitigation				Existing plus Ambient Growth plus Project plus Cumulative Project with Mitigation				
		Delay or V/C	LOS	Delay or V/C	LOS	Increase in V/C [d]	Significant Impact?	Delay or V/C	LOS	Increase in V/C [d]	Significant Impact?	Delay or V/C	LOS	Increase in V/C [d]	Significant Impact?	Delay or V/C	LOS	Increase in V/C [d]	Significant Impact?	
1. Herbert Av & Medford St	A.M. P.M.	0.650 0.444	B A	0.702 0.586	C A	0.00 0.00	NO NO	0.719 0.601	C B	0.01 0.00	NO NO	n/a n/a	n/a n/a	n/a n/a	n/a n/a	n/a n/a	n/a n/a	n/a n/a	n/a n/a	
2. Herbert Av & Whiteside St [a]	A.M. P.M.	56.0 32.8	F D	70.0 42.8	F E			80.5 46.8	F E											
ICU Calculations	A.M.	0.673		0.702				0.715												
	P.M.	0.549		0.584				0.598												
	A.M. P.M.	0.579 0.455	A A	0.611 0.482	B A	0.00 0.00	NO NO	0.618 0.492	B A	0.00 0.00	NO NO	0.611 0.482	[c] [c]	B A	0.00 0.00	NO NO	0.618 0.492	[c] [c]	B A	0.00 0.00
3. Herbert Av & City Terrace Dr	A.M. P.M.	0.728 0.559	C A	0.762 0.584	C A	0.03 0.00	NO NO	0.778 0.615	C B	0.05 0.00	YES NO	n/a n/a	n/a n/a	n/a n/a	n/a n/a	0.681 0.590	B A	0.00 0.00	NO NO	
4. EB I-10 off-ramp & Bonnie Beach Pl City Terrace Dr [a]	A.M. P.M.	44.5 41.0	E E	43.0 39.7	E E			77.5 45.9	F E											
ICU Calculations	A.M.	0.924		0.946				0.977												
	P.M.	0.770		0.786				0.814												
	A.M. P.M.	0.572 0.460	A A	0.593 0.476	A A	0.00 0.00	NO NO	0.596 0.485	A A	0.00 0.00	NO NO	0.593 0.476	[c] [c]	A A	0.00 0.00	NO NO	0.596 0.485	[c] [c]	A A	0.00 0.00
6. Eastern Av & Medford St	A.M. P.M.	0.609 0.534	B A	0.745 0.571	C A	0.04 0.00	NO NO	0.754 0.585	C A	0.04 0.00	YES NO	n/a n/a	n/a n/a	n/a n/a	n/a n/a	0.620 0.630	B B	0.00 0.00	NO NO	
7. Eastern Av & Paseo Rancho Castilla State University Dr [b]	A.M. P.M.	0.844 0.820	D D	0.936 0.982	E E	0.09 0.16	YES YES	0.948 0.993	E E	0.10 0.17	YES YES	No Mitigation Available No Mitigation Available								
8. Eastern Av & EB I-10 on-ramp	A.M. P.M.	0.577 0.611	A B	0.603 0.678	B B	0.00 0.00	NO NO	0.612 0.700	B B	0.00 0.00	NO NO	n/a n/a	n/a n/a	n/a n/a	n/a n/a	n/a n/a	n/a n/a	n/a n/a	n/a n/a	
9. Eastern Av/I-10 off-ramp & NB & SB I-710 on-ramp/Ramona Bl	A.M. P.M.	0.885 0.942	D E	0.912 0.963	E E	0.03 0.02	YES YES	0.919 0.979	E E	0.03 0.04	YES YES	0.826 0.822	D D	-0.06 -0.12	NO NO	0.840 0.839	D D	-0.05 -0.10	NO NO	
10. Eastern Av & City Terrace Dr [a]	A.M. P.M.	1.231 1.109	F F	1.236 1.119	F F	0.01 0.01	YES YES	1.316 1.185	F F	0.09 0.08	YES YES	1.189 1.025	F F	-0.04 -0.08	NO NO	1.258 1.089	F F	0.03 -0.02	YES NO	

Notes:

[a] Through Vehicle Equivalency adjustment per LADPW.

[b] CMA method per LADPW direction.

[c] Intersection meets Manual on Uniform Traffic Control Devices (MUTCD) signal warrants. Analyzed as signalized intersection.

[d] Based on County guidelines, for intersections with LOS above C baseline V/C ratio is assumed as 0.710. Therefore, if any resulting increase in V/C is negative, zero change is shown.

TABLE 6B
INTERSECTION LEVEL OF SERVICE ANALYSIS
CITY OF LOS ANGELES INTERSECTIONS
FUTURE CONDITIONS

Intersections	Peak Hour	Cumulative Base Conditions		Cumulative plus Project Conditions				Cumulative plus Project Conditions with Mitigation			
		Delay or V/C	LOS	Delay or V/C	LOS	Increase in V/C	Significant Impact?	Delay or V/C	LOS	Increase in V/C	Significant Impact?
*5. Worth St/Boca Av & Valley Bl [a]	A.M.	0.807	D	0.828	D	0.02	YES	0.745	C	-0.06	NO
	P.M.	0.762	C	0.856	D	0.09	YES	0.696	B	-0.07	NO
*11. Soto St & Alcazar St [a]	A.M.	0.893	D	0.903	E	0.01	YES	0.759	C	-0.13	NO
	P.M.	1.130	F	1.187	F	0.06	YES	0.862	D	-0.27	NO

Notes:

* Intersection is currently operating under the Los Angeles Department of Transportation (LADOT) ATSAC and ATCS system.

[a] CMA method per LADOT requirements.

PROPOSED MITIGATION MEASURES

Although all potential measures were considered while developing Project mitigation measures, the analysis concentrated on those measures that fit the following criteria: improvements within the existing roadway right-of-way, improvements to the existing signal operations, and improvements requiring right-of-way acquisition.

Physical Mitigation Measures

The proposed project is located in an area with mostly industrial uses. Many of the properties are vacant, deteriorated, or dilapidated. Opportunities for physical mitigation measures such as flaring of intersection approaches to add turn lanes, restriping of lanes to provide additional lanes, improving traffic control devices, and signaling intersections were investigated. The following are the suggested mitigation measures for the impacted study intersections:

- Herbert Avenue and Whiteside Street – The intersection does not have a project-related or a significant impact. However, this intersection meets the *Manual on Uniform Traffic Control Devices, 2003 Edition* (MUTCD), (United States Department of Transportation, November 2003) signal warrants for installation of a traffic signal under existing plus ambient conditions. The project may be requested to pay a fair-share towards the installation of a traffic signal at the intersection. See Appendix F for the signal warrant worksheets.
- Herbert Avenue and City Terrace Drive – Restripe the eastbound approach and westbound departure to provide two left-turn lanes and two through lanes in the eastbound approach.
- Bonnie Beach Place/Eastbound I-10 Off-ramp and City Terrace Drive – The intersection does not have a project-related or a significant impact. However, this intersection meets the MUTCD signal warrants for installation of a traffic signal under existing conditions. The project may be requested to pay a fair-share towards the installation of a traffic signal at the intersection. See Appendix F for the signal warrant worksheets.
- Worth Street/Boca Drive and Valley Boulevard – Restripe the northbound approach to provide one left-turn lane and one shared through/right-turn lane. This is a City of Los Angeles intersection. The lanes would be restriped to the City's minimum lane width standards.
- Eastern Avenue and Medford Street – Restripe the northbound approach and southbound departure to provide two left-turn and one through lane in the

northbound approach. This would require the removal of the raised traffic island for the southbound right-turn lane. The traffic signal located on the raised traffic island would need to be relocated or replaced. Removal of parking on the east side of the curb would also be required.

- Eastern Avenue and Paseo Rancho Castillo and State University Drive – No physical measures are available to mitigate the project impacts at this intersection.
- Eastern Avenue and Ramona Boulevard and I-10/I-710 Ramps – Restripe the eastbound approach to provide one left-turn, one shared through/left, and one shared through/right-turn lane. Caltrans right-of-way would be required, as this mitigation measure would require widening of the eastbound I-10 off-ramp. Traffic signal phasing would also need to be changed to accommodate the eastbound left-turn movements.
- Eastern Avenue and City Terrace Drive – Restripe the eastbound approach to provide one left-turn, one shared through/right-turn, and one right-turn only lane. This would require parking removal on the south side of the curb. Since the existing sidewalk is 15 feet wide, additional roadway width could be obtained by taking a portion of the sidewalk. This mitigation would reduce the project-related impact at the intersection to less than significant level. The cumulative impact at the intersection, however, would only be partly mitigated.
- Soto Street and Alcazar Street - Widen the roadway to provide one left, two through, and one shared through/right-turn lane on the northbound approach. Widen the westbound approach to provide for one shared through/left and one shared through/right-turn lane. Soto Street is designated a major highway with 100-foot right-of-way, therefore, it is assumed that the conditional improvement from the USC HNRT project to convert the southbound right-turn lane to a shared through/right-turn lane would also require the widening of the roadway on the southbound departure side to provide three through receiving lanes. Parking on the west side of the curb south of the intersection would need to be removed. To accommodate the roadway requirements for the northbound approach widening, additional right-of-way will be required. If it is determined that additional right-of-way could not be acquired, then the project impact on this intersection would remain significant and unavoidable.

EFFECTIVENESS OF MITIGATION MEASURES

With the implementation of the suggested improvements, significant project impacts would be mitigated to levels of insignificance at all but one of the impacted intersections under existing plus ambient growth plus project conditions and at all but two of the impacted intersections under existing plus ambient growth plus project plus cumulative project conditions. The mitigation proposed for the intersection of Eastern Avenue and City Terrace Drive would mitigate the project-

related impact at this location. The cumulative impact at the intersection, however, would only be partly mitigated. The intersection of Paseo Rancho Castilla & Eastern Avenue & State University Drive would remain significantly impacted under both conditions. Tables 6A and 6B summarize the effects of the proposed mitigation measures.

V. REGIONAL ANALYSIS

CMP ANALYSIS

This section presents the Congestion Management Program (CMP) transportation impact analysis for the proposed project. This analysis was conducted in accordance with the transportation impact analysis (TIA) procedures outlined in *2004 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, 2004). In accordance with CMP TIA requirements, these analyses include a regional analysis to quantify potential impacts of the proposed project on the CMP freeway monitoring locations and CMP arterial intersection monitoring stations, and a transit impact analysis to evaluate the potential project impacts on the public transit system.

CMP Arterial and Freeway Analysis Locations

The CMP guidelines for determining the study area of the analysis for CMP arterial monitoring intersections and for freeway monitoring locations are:

- All CMP arterial monitoring intersections where the proposed project is expected to add 50 or more trips during either the a.m. or p.m. weekday peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project is expected to add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hours.

CMP SIGNIFICANT TRAFFIC IMPACT CRITERIA

For the purpose of a CMP TIA, a project impact is considered to be significant if the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing or worsening LOS F ($V/C > 1.00$). Under these criteria, a project would not be considered to have a

regionally significant impact if the analyzed facility is operating at LOS E or better after the addition of the project traffic. If the facility is operating, however, at LOS F with project traffic and the incremental change in the V/C ratio caused by the project is 0.02 or greater, the project would be considered to have a significant impact.

CMP FREEWAY ANALYSIS

A regional analysis was conducted to quantify potential impacts of the project traffic on the regional freeway system. This assessment included the San Bernardino Freeway (I-10), the Long Beach Freeway (I-710), and the Pomona Freeway (SR 60) at the following CMP freeway monitoring locations:

- San Bernardino Freeway (I-10) at the East Los Angeles city limit
- San Bernardino Freeway (I-10) at Atlantic Boulevard
- Long Beach Freeway (I-710) south of Route 60
- Pomona Freeway (SR 60) east of Indiana Street

The following traffic scenarios were analyzed for the CMP freeway segments:

- Existing Conditions - Analysis of existing freeway traffic volumes
- Existing plus Ambient Conditions - Analysis of future freeway traffic volumes without the proposed project
- Existing plus Ambient plus Project Conditions - Analysis of future freeway traffic volumes with addition of traffic expected to be generated by the proposed project
- Existing plus Ambient plus Project plus Cumulative Conditions - Analysis of future freeway traffic volumes with addition of traffic expected to be generated by the proposed project and cumulative projects

Existing Freeway Traffic Volumes

The 2003 peak hour volumes for the freeway system within the study area were obtained from the 2004 CMP. A growth rate of 1% per year was applied to these traffic volumes to derive the 2005 existing conditions.

Demand-to-capacity (D/C) ratios were calculated for each freeway segment, using a capacity value of 2,000 vehicles per hour per freeway mainline lane (in accordance with CMP guidelines). Table 7 provides level of service designations for freeway segment analysis based on the CMP guidelines. Table 8 shows the estimated existing D/C ratios during the peak hours at the four CMP freeway monitoring locations. The existing D/C ratios vary from 0.424 (LOS B) to 1.387 (LOS F2) in the study area.

Future Freeway Traffic Volumes

The methodology employed to forecast future freeway volumes with and without the proposed project is similar to that used for the study intersections. It includes the development of existing with ambient (future without project) volumes, project traffic projections, and existing plus project (future with project) plus cumulative projects volumes.

Existing plus Ambient Growth Freeway Traffic Volumes. The year 2030 existing plus ambient future freeway traffic volumes were developed in the same manner as the analyzed intersections, i.e., by factoring the existing volumes by 19.25% (0.77% per year) to reflect ambient growth and by adding traffic generated by specific projects in the vicinity of the study area. Table 8 lists the year 2030 existing plus ambient growth daily traffic volumes for the analyzed freeway segments. The table also indicates the projected D/C ratio for each location. It can be seen that the projected year 2030 existing plus ambient growth D/C ratios vary from 0.506 (LOS B) to 1.654 (LOS F3) in the study area.

Project Freeway Traffic Volumes. The trips generated by the proposed project were distributed and assigned to the freeway system according to the distribution patterns discussed in Chapter III. The resulting project freeway traffic volumes are shown in Table 8.

Existing plus Ambient Growth plus Project Freeway Traffic Volumes. The freeway traffic generated by the proposed project was then added to the year 2030 existing plus ambient growth freeway traffic volumes. Table 8 lists the year 2030 existing plus ambient growth plus project daily traffic volumes for the analyzed freeway segments. It can be seen that the projected year 2030

TABLE 7
LEVEL OF SERVICE DESIGNATIONS
FREEWAY SEGMENT ANALYSIS

Level of Service	Demand-to-Capacity (D/C) Ratio
A	0.00 - 0.35
B	>0.35 - 0.54
C	> 0.54 - 0.77
D	> 0.77 - 0.93
E	> 0.93 - 1.00
F(0)	> 1.00 - 1.25
F(1)	> 1.25 - 1.35
F(2)	> 1.35 - 1.45
F(3)	> 1.45

Source: 2004 Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, 2004.

**TABLE 8
CMP FREEWAY LEVEL OF SERVICE ANALYSIS
EXISTING AND FUTURE FREEWAY TRAFFIC VOLUMES**

FREEWAY SEGMENT	DIRECTION	PEAK HOUR	EXISTING [1]			EXISTING PLUS AMBIENT GROWTH			PROJECT ONLY	EXISTING PLUS AMBIENT GROWTH PLUS PROJECT			PROJECT INCREASE IN D/C	SIGNIFICANT PROJECT IMPACT	RELATED PROJECT ONLY	EXISTING + AMBIENT + PROJECT PLUS CUMULATIVE PROJECT			PROJECT INCREASE IN D/C	SIGNIFICANT PROJECT IMPACT
			VOLUMES	D/C	LOS	VOLUMES	D/C	LOS		VOLUMES	D/C	LOS				VOLUMES	D/C	LOS		
1. I-10 at East LA City Limit	EB	A.M. P.M.	6,750 12,362	0.563 1.030	C F(0)	8,049 14,742	0.671 1.229	C F(0)	39 156	8,088 14,898	0.674 1.241	C F(0)	0.003 0.013	NO NO	13 43	8,101 14,941	0.675 1.245	C F(0)	0.004 0.017	NO NO
	WB	A.M. P.M.	11,322 9,057	0.944 0.755	E C	13,501 10,800	1.125 0.900	F(0) D	118 83	13,619 10,883	1.135 0.907	F(0) D	0.010 0.007	NO NO	85 24	13,704 10,906	1.142 0.909	F(0) D	0.017 0.009	NO NO
2. I-10 at Atlantic Boulevard	EB	A.M. P.M.	5,447 11,098	0.681 1.387	C F(2)	6,496 13,234	0.812 1.654	D F(3)	36 142	6,532 13,376	0.816 1.672	D F(3)	0.004 0.018	NO NO	22 12	6,554 13,388	0.819 1.673	D F(3)	0.007 0.019	NO NO
	WB	A.M. P.M.	11,098 6,290	1.387 0.786	F(2) D	13,234 7,501	1.654 0.938	F(3) E	108 75	13,342 7,576	1.668 0.947	F(3) E	0.013 0.009	NO NO	13 23	13,354 7,599	1.669 0.950	F(3) E	0.015 0.012	NO NO
3. I-710 s/o Route 60	NB	A.M. P.M.	7,452 8,324	0.932 1.041	E F(0)	8,887 9,926	1.111 1.241	F(0) F(0)	24 17	8,911 9,943	1.114 1.243	F(0) F(0)	0.003 0.002	NO NO	17 5	8,928 9,947	1.116 1.243	F(0) F(0)	0.005 0.003	NO NO
	SB	A.M. P.M.	8,209 8,324	1.026 1.041	F(0) F(0)	9,789 9,926	1.224 1.241	F(0) F(0)	7 16	9,796 9,942	1.224 1.243	F(0) F(0)	0.001 0.002	NO NO	4 15	9,799 9,957	1.225 1.245	F(0) F(0)	0.001 0.004	NO NO
4. I-60 e/o Indiana Street	EB	A.M. P.M.	5,089 15,422	0.424 1.285	B F(1)	6,069 18,391	0.506 1.533	B F(3)	24 17	6,093 18,408	0.508 1.534	B F(3)	0.002 0.001	NO NO	3 9	6,096 18,416	0.508 1.535	B F(3)	0.002 0.002	NO NO
	WB	A.M. P.M.	16,646 6,443	1.387 0.537	F(2) B	19,850 7,683	1.654 0.640	F(3) C	7 16	19,857 7,699	1.655 0.642	F(3) C	0.001 0.001	NO NO	9 3	19,866 7,702	1.655 0.642	F(3) C	0.001 0.002	NO NO

Notes:

[1] Volume obtained from 2004 Congestion Management Program for Los Angeles County (Los Angeles Metropolitan Transportation Authority, 2004) factored to year 2005 conditions.

existing plus ambient growth plus project D/C ratios vary from 0.508 (LOS B) to 1.672 (LOS F3) in the study area.

Existing plus Ambient Growth plus Project plus Cumulative Projects Freeway Traffic Volumes. The freeway traffic generated by the cumulative projects was also added to the year 2030 existing plus ambient growth plus project freeway traffic volumes. Table 8 lists the year 2030 existing plus ambient growth plus project plus cumulative projects daily traffic volumes for the analyzed freeway segments. It can be seen that the projected year 2030 existing plus ambient growth plus project plus cumulative projects D/C ratios vary from 0.508 (LOS B) to 1.673 (LOS F3) in the study area.

CMP Freeway Impact Analysis

Table 8 also indicates the projected D/C ratios for existing plus ambient growth plus project conditions and the incremental increase in the D/C ratio that can be attributed to the proposed project. Using the CMP significant impact criteria, the proposed project would not have a significant impact at any of the CMP freeway locations.

CMP ARTERIAL MONITORING INTERSECTION ANALYSIS

The intersections of Fremont Avenue/Valley Boulevard and I-710 northbound off-ramp/Valley Boulevard are CMP arterial monitoring stations. In accordance with CMP guidelines, since the proposed project is not expected to add 50 or more trips during either the a.m. or p.m. weekday peak hours of adjacent street traffic, a CMP arterial monitoring intersection analysis is not required.

TRANSIT IMPACT ANALYSIS

The CMP guidelines require that an analysis be conducted to assess the potential impact of the proposed project on the public transit system. The analysis requires that the number of peak hour

transit trips generated by the Project be estimated and compared to the peak hour capacity of the transit lines serving the project site. This information is used to assess the potential impact of these additional transit trips on the bus system.

Estimating Transit Trips

As required by the 2004 CMP, a review of the CMP transit service was conducted. As previously discussed, transit services are provided in the vicinity of the proposed project.

The project trip generation, as shown in Table 4, was adjusted by values set forth in the CMP (i.e., person trips equal to 1.4 times vehicle trips, and transit trips equal to 3.5% of the total person trips) to estimate transit trip generation. Pursuant to CMP guidelines, the proposed project is projected to generate a demand of 29 transit trips (22 inbound trips and seven outbound trips) during the weekday a.m. peak hour. During the weekday p.m. peak hour, the proposed project is projected to generate a demand of 45 transit trips (16 inbound trips and 29 outbound trips). Over a 24-hour period, the proposed project is projected to generate a demand of 372 daily transit trips. The calculations are as follows:

- Morning peak hour trips = $592 \times 1.4 \times 0.035 = 29$ transit trips
- Afternoon peak hour trips = $923 \times 1.4 \times 0.035 = 45$ transit trips
- Daily trips = $7,593 \times 1.4 \times 0.035 = 372$ transit trips

Project impacts on public transit services would be considered significant if the Project results in a substantial increase in ridership on the existing public transit system, creating capacity shortages on the system and necessitating system improvements to accommodate additional transit service. Given the large number of existing transit services in the area and the level of peak hour trip generation expected, a significant impact on the transit system is not anticipated.

FREEWAY ANALYSIS

A freeway analysis was also conducted based on the HCM 2000 operational analysis methodology pursuant to *Guide for the Preparation of Traffic Impact Studies* (California Department of Transportation [Caltrans], December 2002). Based on the analysis results presented in Table 9, the proposed project is not expected to create a significant impact in either direction on the I-10 and I-710 Freeways.

**TABLE 9
FREEWAY IMPACT ANALYSIS**

Freeway Segment	Peak Hour	Direction	Existing (2005) [1]			Existing plus Ambient Growth			Existing plus Ambient Growth plus Project				Existing plus Ambient Growth plus Project			
			Volume vph	Density pc/mi/ln	LOS	Volume vph	Density pc/mi/ln	LOS	Volume vph	Density pc/mi/ln	LOS	Significant Impact	Volume vph	Density pc/mi/ln	LOS	Significant Impact
I-10 Freeway at City Terrace Dr/Herbert Ave	A.M. Peak	EB WB	7,096 10,019	16.0 25.7	B C	8,462 11,948	19.1 35.4	C E	8,470 11,959	19.1 35.4	C E	NO NO	8,506 12,064	19.2 36.0	C E	NO NO
	P.M. Peak	EB WB	11,213 6,282	27.0 16.5	D B	13,372 7,491	32.8 19.7	D C	13,381 7,501	32.9 19.7	D C	NO NO	13,522 7,574	33.5 19.9	D C	NO NO
I-710 Freeway at 3rd Street/North of SR-60 Freeway	A.M. Peak	NB SB	4,539 4,046	18.1 21.5	C C	5,413 4,825	21.6 26.1	C D	5,415 4,827	21.6 26.2	C D	NO NO	5,443 4,839	21.7 26.2	C D	NO NO
	P.M. Peak	NB SB	4,553 3,487	18.2 18.5	C C	5,429 4,158	21.7 22.1	C C	5,431 4,160	21.7 22.2	C C	NO NO	5,452 4,180	21.8 22.3	C C	NO NO

Notes:

- [1] Existing 2005 freeway volumes obtained from the Freeway Performance Measurement System (PEMS) database from cooperative effort by UC Berkeley, PATH, and Caltrans.
[2] Freeway analysis based on HCM 2000 operational analysis methodologies in accordance with the *Guide for the Preparation of Traffic Impact Studies* (Caltrans, December 2002).
[3] Pc/mi/ln: Passenger cars per mile per lane.
[4] Level of service is based on density as calculated according to HCM 2000.

VI. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze potential traffic impacts of the proposed Whiteside Redevelopment Project in an unincorporated area of Los Angeles County. The following summarizes the key findings of the study:

- The proposed project would involve the construction of a 50,000 sf supermarket, 82,000 sf of biotechnology space, 305,000 sf of industrial space, and 80 units of residential uses within the approximately 133-acre project site.
- Morning and afternoon peak hour intersection capacity analyses were conducted for 11 intersections in the vicinity of the proposed project. All intersections currently operate at LOS D or better.
- The potential for traffic impacts due to the proposed project was assessed for projected year 2030 future conditions. Three future scenarios were analyzed per Los Angeles County guidelines: existing plus ambient growth, existing plus ambient growth plus project, and existing plus ambient growth plus project plus cumulative projects. Intersections that fall in the jurisdiction of the City of Los Angeles were analyzed for two future scenarios: cumulative base and cumulative plus project conditions.
- The Project is expected to generate approximately 7,593 daily vehicle trips and 372 daily transit trips. Of the vehicle trips, 592 would occur in the a.m. peak hour and 923 in the p.m. peak hour. Of the transit trips, 29 would occur in the a.m. peak hour and 45 in the p.m. peak hour.
- Based on application of Los Angeles County impact significance criteria, the Project would create significant impacts at three of the nine County analyzed intersections under existing plus ambient growth plus project conditions and at five of the nine County analyzed intersections under existing plus ambient growth plus project plus cumulative projects conditions.
- Based on application of the City of Los Angeles impact significance criteria, the Project would create significant impacts at both of the City's analyzed intersections under the cumulative plus project conditions.
- With implementation of the suggested mitigation measures, significant project impacts would be mitigated to levels of insignificance at all but one of the impacted intersections under existing plus ambient growth plus project conditions and at all but two of the impacted intersections under existing plus ambient growth plus project plus cumulative projects (cumulative plus project) conditions.

- The intersections of Herbert Avenue & Whiteside Street and Bonnie Beach Place/Eastbound I-10 off-ramp & City Terrace Drive do not have a project-related or a cumulative impact. The intersections meet the MUTCD signal warrants under existing plus ambient and existing conditions, respectively. The project may be requested to pay a fair share towards the installation of a traffic signal at the intersection.
- Analysis of potential impacts on the regional transportation system conducted in accordance with the CMP requirements determined that the proposed project would not have a significant impact on the regional arterial or freeway system. Given the vast array of transit services and the number of transit trips expected to be generated by the Project, no significant impacts on the transit system are expected.

REFERENCES

2004 Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, 2004.

Guide for the Preparation of Traffic Impact Studies, Caltrans, December 2002.

Manual on Uniform Traffic Control Devices, 2003 Edition, U.S. Department of Transportation, Federal Highway Administration, November 2003.

Traffic Impact Analysis Report Guidelines, County of Los Angeles Department of Public Works, January 1, 1997.

Traffic Impact Study Health Sciences Campus Project University of Southern California City of Los Angeles, California, Linscott, Law & Greenspan, Engineers, revised May 5, 2005.

Traffic Study for the Adelante Eastside Redevelopment Project EIR, Kaku Associates, Inc., February 1998.

Trip Generation, 7th Edition, Institute of Transportation Engineers, 2003.

APPENDIX A

PROJECT DETAILS

SUMMARY

Group #	Supermarket	Biomedical	Industrial	Residential
3	0	0	180,152	0
7	0	0	24,950	0
8	50,000	0	0	80
10	0	0	99,837	0
11	0	82,023	0	0
Total	50,000	82,023	304,939	80

The above group numbers were selected from the list of potential development groups, based on the following criteria: small number of parcels in each group; large size of individual parcels; and location of group relative to residential uses and access roads. These buildout numbers represent a preliminary assumption of potential buildout and do not constitute the final scenario for redevelopment within the Whiteside area.

APN	Address	Condition	Zone	~Total Area (sf)	Developed Area (sf)	Potential Buildout		Construction Period	Map Group ID
						Maximum ¹	Reasonable ²		

Group 3

5224-010-001	3344 Medford Street	Vacant	M-2	43,700	-	39,330	31,779	-	3
5224-010-002	3344 Medford Street	Vacant*	M-2	62,247	-	56,022	45,266	-	3
5224-011-001	1522 Fishburn Avenue	Deteriorated	M-2	36,110	20,884	32,499	26,259	1942-1956	3
5224-011-002	1532 Fishburn Avenue	Vacant	M-2	20,500	-	18,450	14,908	-	3
5224-011-004	1552 Fishburn Avenue	Deteriorated	M-2	20,500	8,000	18,450	14,908	1950	3
5224-011-005	1562 Fishburn Avenue	Vacant*	M-2	20,410	-	18,369	14,842	-	3
5224-011-006	1590 Fishburn Avenue	Vacant*	M-2	32,300	-	29,070	23,489	-	3
5224-011-009	1607 N Ditman Avenue	Vacant*	M-2	10,000	-	9,000	7,272	-	3
5224-011-013	1611 N Ditman Avenue	Vacant*	M-2	58,480	14,172	52,632	42,527	1901-1929	3
5224-011-014	1501 Fishburn Avenue	Vacant	M-2	20,500	-	18,450	14,908	-	3
5224-011-016	1542 Fishburn Avenue	Vacant*	M-2	20,000	-	18,000	14,544	-	3
5224-011-017	1501 N. Ditman Avenue	Deteriorated	M-2	14,380	806	12,942	10,457	1995	3
				359,127	43,862	323,214	261,157		

*Meets criteria for industrial, biotechnology and supermarket development. Site 3 could develop up to 50,000 sf of supermarket development; 82,023 sf of biomedical development; or 261,157 sf of industrial development; or a combination of the three. For purposes of the traffic study, it is assumed that this area will be developed with 180,152 sf of industrial development.

Group 7

5224-027-004	1623 Miller Avenue	Dilapidated	M-2	31,950	6,816	28,755	23,234	1957	7
5224-027-005	1551 Miller Avenue	Deteriorated	M-2	75,300	48,564	67,770	54,758	1924-1930	7
Total				107,250	55,380	96,525	77,992		

*Meets criteria for industrial, biotechnology and supermarket development. Site 7 could develop up to 50,000 sf of supermarket development; 77,992 sf of biomedical development; or 77,992 sf of industrial development. For purposes of the traffic study, it is assumed that this area will be developed with 24,950 sf of industrial use.

Group 8

5224-003-002	3833 Medford Street	Deteriorated	M-2	104,110	18,314	93,699	75,709	1949	8
5224-004-010	4578 Worth Street	Deteriorated	M-2	143,500	53,497	129,150	104,353	1924-1942	8
5224-004-015	4550 Worth Street	Deteriorated	M-2	68,880	63,116	61,992	50,090	1947-1953	8
Total				316,490	134,927	284,841	230,152		

*Meets criteria for industrial, biotechnology and supermarket development. Site 8 could develop up to 50,000 sf of supermarket development; 82,023 sf of biomedical development; or 230,152 sf of industrial development. For purposes of the traffic study, it is assumed that this area will be developed with 50,000 sf of supermarket and up to 180,152 sf of residential development.

Group 10

5224-006-016	3100 Medford Street	Deteriorated	M-2	120,150	149,552	108,135	87,373	1941-1956	10
5224-007-001	3207 Medford Street	Deteriorated	M-2	17,140	4,800	15,426	12,464	1945-1956	10
Total				137,290	154,352	123,561	99,837		

*Meets criteria for industrial, biotechnology and supermarket development. Site 10 could develop up to 50,000 sf of supermarket development; 82,023 sf of biomedical development; or 99,837 sf of industrial development. For purposes of the traffic study, it is assumed that this area will be developed with 99,837 sf of industrial use.

Group 11

5224-005-018	4436 Worth Street	Vacant	M-2	18,750	10,820	16,875	13,635	1930-1949	11
5224-005-020	4466 Worth Street	Dilapidated	M-2	188,805	43,597	169,925	137,299	1942-1952	11
5224-006-004	NA	Vacant	M-2	8,500	-	7,650	6,181	-	11
5224-006-017	3535 Medford Street	Vacant*	M-2	80,490	43,580	72,441	58,532	1930-1949	11
Total				296,545	97,997	266,891	215,648		

*Meets criteria for industrial, biotechnology and supermarket development. Site 10 could develop up to 50,000 sf of supermarket development; 82,023 sf of biomedical development; or 215,648 sf of industrial development. For purposes of the traffic study, it is assumed that this area will be developed with 82,023 sf of biotechnology use.

APPENDIX B

INTERSECTION LANE CONFIGURATIONS

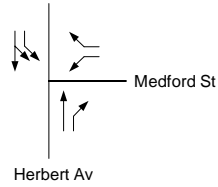
INTERSECTION LANE CONFIGURATIONS

EXISTING CONDITIONS

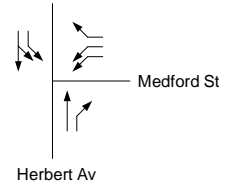
FUTURE CONDITIONS

FUTURE CONDITIONS WITH MITIGATION

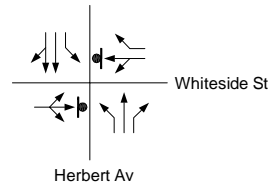
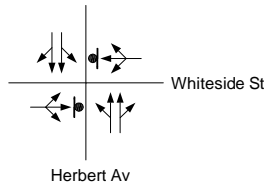
1. Herbert Av &
Medford St



Same As Existing

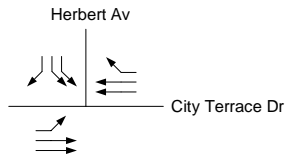


2. Herbert Av &
Whiteside St

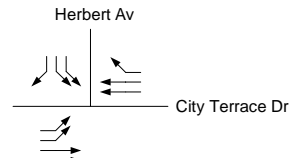


Same As Future
Signalized

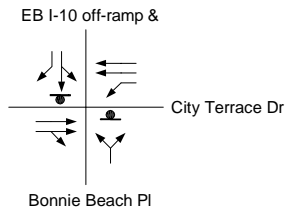
3. Herbert Av &
City Terrace Dr



Same As Existing



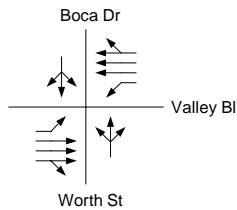
4. Bonnie Beach Pl/EB I-10 off-ramp &
City Terrace Dr



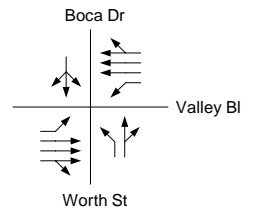
Same As Existing

Same As Existing
Signalized

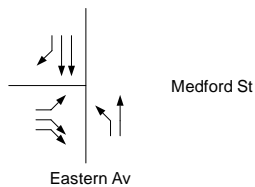
5. Worth St/Boca Dr &
Valley Bl



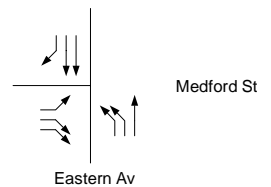
Same As Existing



6. Eastern Av &
Medford St *



Same As Existing



LEGEND

- Stop Controlled
- * Lane configurations per County direction

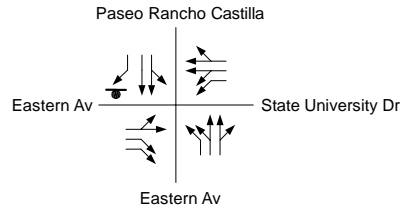
INTERSECTION LANE CONFIGURATIONS

EXISTING CONDITIONS

FUTURE CONDITIONS

FUTURE CONDITIONS WITH MITIGATION

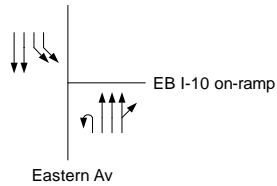
7. Eastern Av & Paseo Rancho Castillo
Castillo & State University Dr



Same As Existing

No Mitigation Available

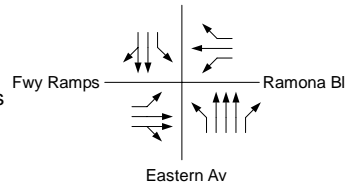
8. Eastern Av &
EB I-10 on-ramp



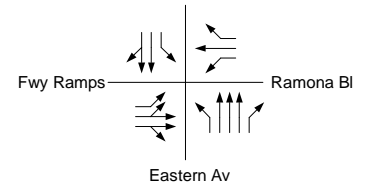
Same As Existing

Same As Existing

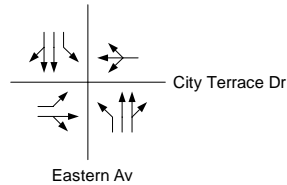
9. Eastern Av &
Ramona Bl/I-10 & I-710 Ramps



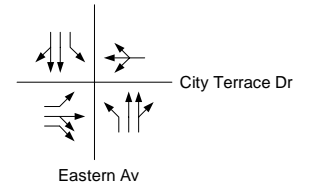
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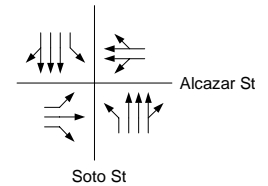
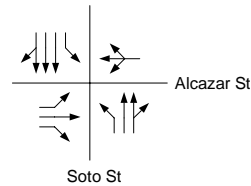
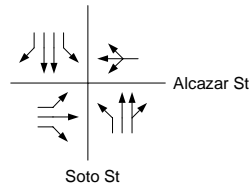
10. Eastern Av &
City Terrace Dr *



Same As Existing



11. Soto St &
Alcazar St



LEGEND

- Stop Controlled
- * Lane configurations per County direction

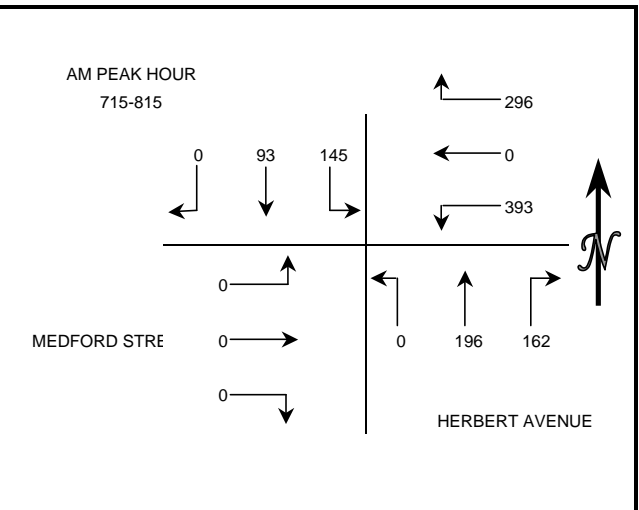
APPENDIX C

TRAFFIC COUNT DATA

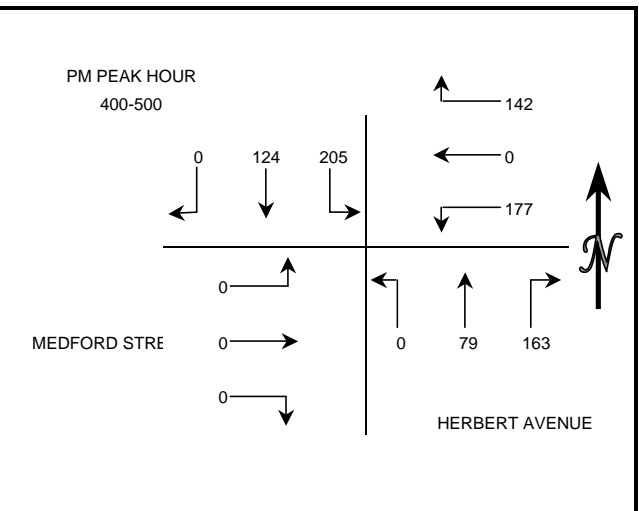
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES
 PROJECT: WHITESIDE REDEVELOPMENT
 DATE: WEDNESDAY, SEPTEMBER 28TH, 2005
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S HERBERT AVENUE
 E/W MEDFORD STREET

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	24	38	36	0	53	34	32	0	0	0	0	217
715-730	0	21	35	65	0	75	48	48	0	0	0	0	292
730-745	0	26	42	93	0	103	42	67	0	0	0	0	373
745-800	0	20	38	89	0	121	46	50	0	0	0	0	364
800-815	0	26	30	49	0	94	26	31	0	0	0	0	256
815-830	0	22	31	52	0	70	31	29	0	0	0	0	235
830-845	0	18	30	54	0	59	29	24	0	0	0	0	214
845-900	0	16	33	29	0	46	26	23	0	0	0	0	173
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	91	153	283	0	352	170	197	0	0	0	0	1246
715-815	0	93	145	296	0	393	162	196	0	0	0	0	1285
730-830	0	94	141	283	0	388	145	177	0	0	0	0	1228
745-845	0	86	129	244	0	344	132	134	0	0	0	0	1069
800-900	0	82	124	184	0	269	112	107	0	0	0	0	878



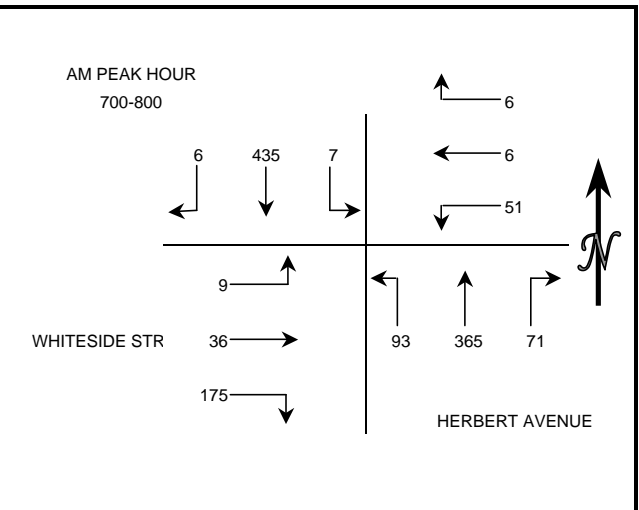
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	31	56	34	0	55	45	22	0	0	0	0	243
415-430	0	33	50	37	0	38	38	22	0	0	0	0	218
430-445	0	37	57	38	0	38	40	13	0	0	0	0	223
445-500	0	23	42	33	0	46	40	22	0	0	0	0	206
500-515	0	30	44	32	0	48	41	31	0	0	0	0	226
515-530	0	31	32	37	0	53	53	20	0	0	0	0	226
530-545	0	27	35	26	0	63	53	26	0	0	0	0	230
545-600	0	19	26	35	0	35	50	14	0	0	0	0	179
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	124	205	142	0	177	163	79	0	0	0	0	890
415-515	0	123	193	140	0	170	159	88	0	0	0	0	873
430-530	0	121	175	140	0	185	174	86	0	0	0	0	881
445-545	0	111	153	128	0	210	187	99	0	0	0	0	888
500-600	0	107	137	130	0	199	197	91	0	0	0	0	861



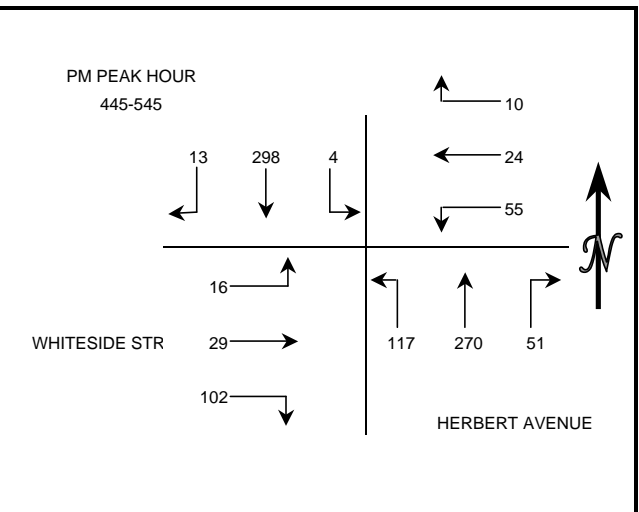
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES
 PROJECT: WHITESIDE REDEVELOPMENT
 DATE: WEDNESDAY, SEPTEMBER 28TH, 2005
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S HERBERT AVENUE
 E/W WHITESIDE STREET

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	6	75	3	1	1	7	14	79	21	35	13	4	259
715-730	-5	97	0	2	2	17	16	92	22	43	5	3	294
730-745	2	122	3	1	3	11	18	103	19	54	11	2	349
745-800	3	141	1	2	0	16	23	91	31	43	7	0	358
800-815	6	111	1	0	4	14	11	57	21	25	6	0	256
815-830	1	86	1	0	3	4	12	61	16	23	4	1	212
830-845	1	56	2	0	0	8	21	48	9	17	5	1	168
845-900	1	62	4	2	1	14	16	54	10	17	7	3	191
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	6	435	7	6	6	51	71	365	93	175	36	9	1260
715-815	6	471	5	5	9	58	68	343	93	165	29	5	1257
730-830	12	460	6	3	10	45	64	312	87	145	28	3	1175
745-845	11	394	5	2	7	42	67	257	77	108	22	2	994
800-900	9	315	8	2	8	40	60	220	56	82	22	5	827



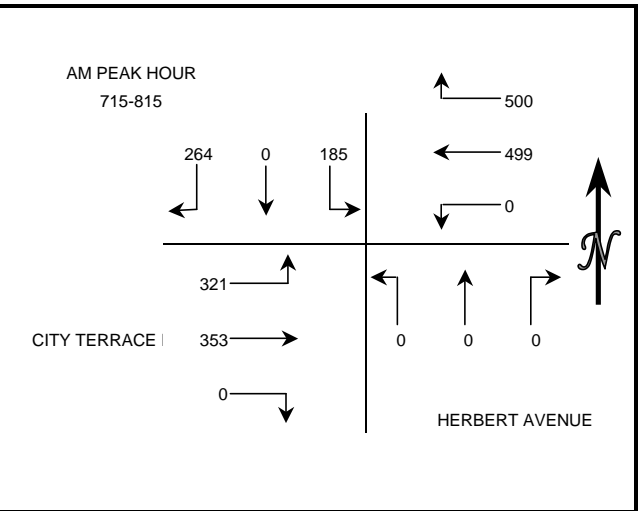
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	2	84	2	4	6	15	17	69	36	21	8	1	265
415-430	1	65	0	1	3	10	15	68	26	17	2	3	211
430-445	4	74	1	1	8	15	13	52	27	27	5	1	228
445-500	2	57	2	2	4	12	10	56	24	26	9	3	207
500-515	5	86	1	5	8	13	11	68	33	33	9	3	275
515-530	0	74	0	1	7	18	12	71	28	18	3	3	235
530-545	6	81	1	2	5	12	18	75	32	25	8	7	272
545-600	4	53	3	0	3	17	11	56	26	22	3	4	202
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	9	280	5	8	21	52	55	245	113	91	24	8	911
415-515	12	282	4	9	23	50	49	244	110	103	25	10	921
430-530	11	291	4	9	27	58	46	247	112	104	26	10	945
445-545	13	298	4	10	24	55	51	270	117	102	29	16	989
500-600	15	294	5	8	23	60	52	270	119	98	23	17	984



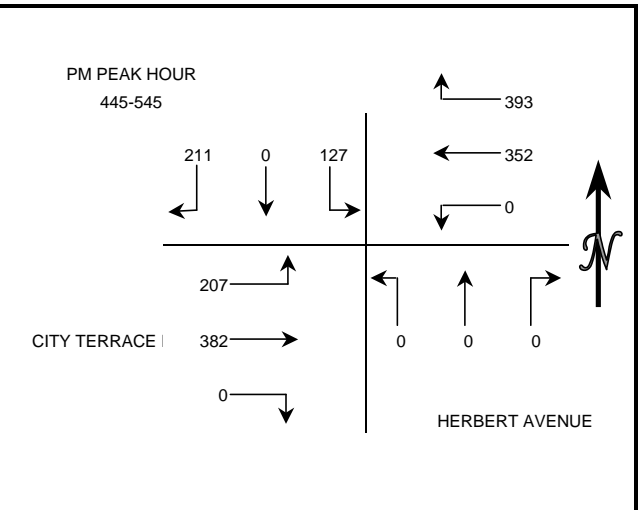
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES
 PROJECT: WHITESIDE REDEVELOPMENT
 DATE: WEDNESDAY, SEPTEMBER 28TH, 2005
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S HERBERT AVENUE
 E/W CITY TERRACE DRIVE

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	38	0	21	130	85	0	0	0	0	0	73	65	412
715-730	57	0	45	118	107	0	0	0	0	0	74	84	485
730-745	80	0	38	143	118	0	0	0	0	0	91	102	572
745-800	70	0	56	136	128	0	0	0	0	0	99	81	570
800-815	57	0	46	103	146	0	0	0	0	0	89	54	495
815-830	36	0	22	110	106	0	0	0	0	0	60	40	374
830-845	36	0	16	95	100	0	0	0	0	0	61	40	348
845-900	38	0	18	82	77	0	0	0	0	0	65	32	312
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	245	0	160	527	438	0	0	0	0	0	337	332	2039
715-815	264	0	185	500	499	0	0	0	0	0	353	321	2122
730-830	243	0	162	492	498	0	0	0	0	0	339	277	2011
745-845	199	0	140	444	480	0	0	0	0	0	309	215	1787
800-900	167	0	102	390	429	0	0	0	0	0	275	166	1529



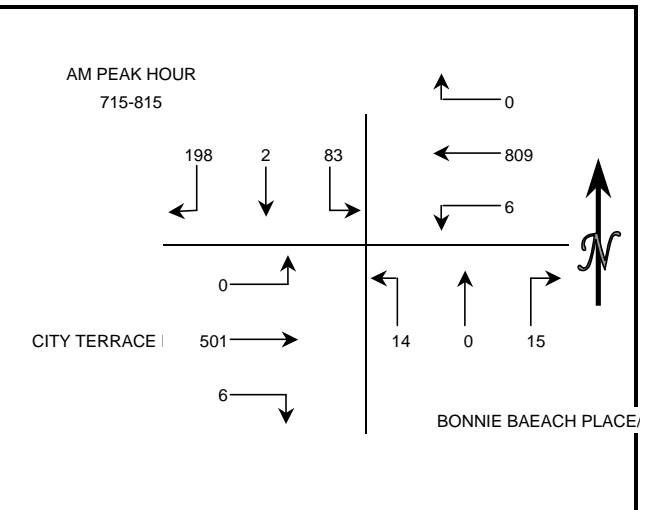
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	47	0	32	102	69	0	0	0	0	0	88	52	390
415-430	43	0	26	101	88	0	0	0	0	0	77	43	378
430-445	37	0	29	87	73	0	0	0	0	0	81	46	353
445-500	53	0	32	94	89	0	0	0	0	0	82	52	402
500-515	52	0	27	98	83	0	0	0	0	0	98	46	404
515-530	60	0	30	91	88	0	0	0	0	0	112	53	434
530-545	46	0	38	110	92	0	0	0	0	0	90	56	432
545-600	20	0	36	75	77	0	0	0	0	0	61	45	314
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	180	0	119	384	319	0	0	0	0	0	328	193	1523
415-515	185	0	114	380	333	0	0	0	0	0	338	187	1537
430-530	202	0	118	370	333	0	0	0	0	0	373	197	1593
445-545	211	0	127	393	352	0	0	0	0	0	382	207	1672
500-600	178	0	131	374	340	0	0	0	0	0	361	200	1584



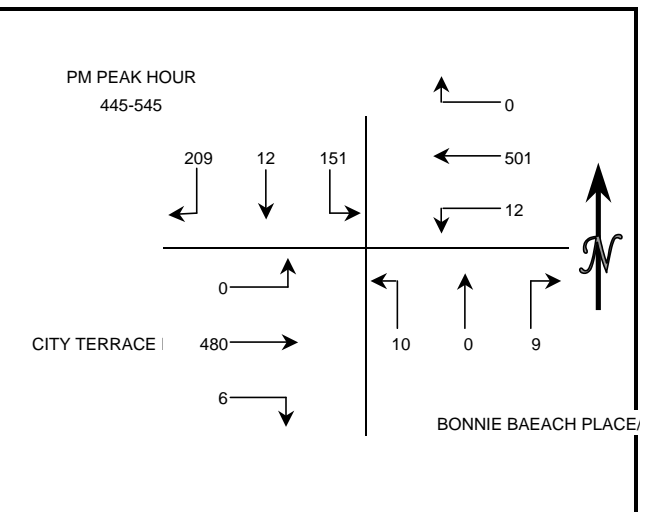
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES
 PROJECT: WHITESIDE REDEVELOPMENT
 DATE: WEDNESDAY, SEPTEMBER 28TH, 2005
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S BONNIE BAEACH PLACE/EASTBOUND I-10 OFF-RAMP
 E/W CITY TERRACE DRIVE

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	40	0	15	0	154	2	3	0	4	1	75	0	294
715-730	42	1	24	0	184	1	2	0	0	0	99	0	353
730-745	30	0	20	0	215	0	4	0	8	3	133	0	413
745-800	66	0	26	0	218	3	7	0	4	3	160	0	487
800-815	60	1	13	0	192	2	2	0	2	0	109	0	381
815-830	50	3	19	0	156	3	3	0	3	0	88	0	325
830-845	39	0	11	0	135	0	3	0	3	0	76	0	267
845-900	46	0	14	0	121	2	2	0	1	1	76	0	263
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	178	1	85	0	771	6	16	0	16	7	467	0	1547
715-815	198	2	83	0	809	6	15	0	14	6	501	0	1634
730-830	206	4	78	0	781	8	16	0	17	6	490	0	1606
745-845	215	4	69	0	701	8	15	0	12	3	433	0	1460
800-900	195	4	57	0	604	7	10	0	9	1	349	0	1236



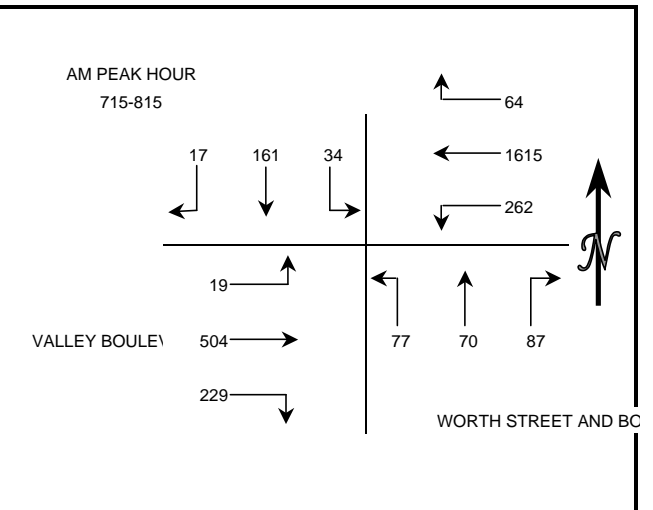
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	62	2	41	0	101	2	2	0	1	5	119	0	335
415-430	63	6	33	0	118	5	0	0	4	0	100	0	329
430-445	48	2	43	0	118	4	10	0	4	2	117	0	348
445-500	55	0	49	0	123	2	1	0	4	1	104	0	339
500-515	51	1	29	0	129	4	4	0	1	2	126	0	347
515-530	42	6	32	0	115	2	2	0	3	1	132	0	335
530-545	61	5	41	0	134	4	2	0	2	2	118	0	369
545-600	57	5	29	0	123	1	4	0	1	2	115	0	337
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	228	10	166	0	460	13	13	0	13	8	440	0	1351
415-515	217	9	154	0	488	15	15	0	13	5	447	0	1363
430-530	196	9	153	0	485	12	17	0	12	6	479	0	1369
445-545	209	12	151	0	501	12	9	0	10	6	480	0	1390
500-600	211	17	131	0	501	11	12	0	7	7	491	0	1388



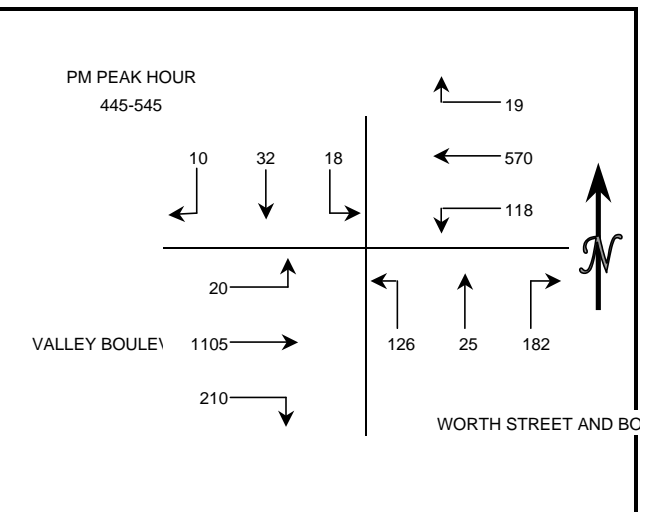
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES
 PROJECT: WHITESIDE REDEVELOPMENT
 DATE: WEDNESDAY, SEPTEMBER 28TH, 2005
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S WORTH STREET AND BOCA AVENUE
 E/W VALLEY BOULEVARD

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	8	19	4	4	310	25	14	19	21	31	72	0	527
715-730	5	24	8	12	375	43	16	18	15	47	110	3	676
730-745	5	63	11	23	415	62	22	28	12	61	140	9	851
745-800	3	44	9	22	400	94	25	20	25	69	137	6	854
800-815	4	30	6	7	425	63	24	4	25	52	117	1	758
815-830	1	15	3	2	365	40	15	2	38	60	105	9	655
830-845	1	10	1	4	297	38	15	3	34	42	97	2	544
845-900	1	2	3	1	263	38	22	3	31	21	91	0	476
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	21	150	32	61	1500	224	77	85	73	208	459	18	2908
715-815	17	161	34	64	1615	262	87	70	77	229	504	19	3139
730-830	13	152	29	54	1605	259	86	54	100	242	499	25	3118
745-845	9	99	19	35	1487	235	79	29	122	223	456	18	2811
800-900	7	57	13	14	1350	179	76	12	128	175	410	12	2433



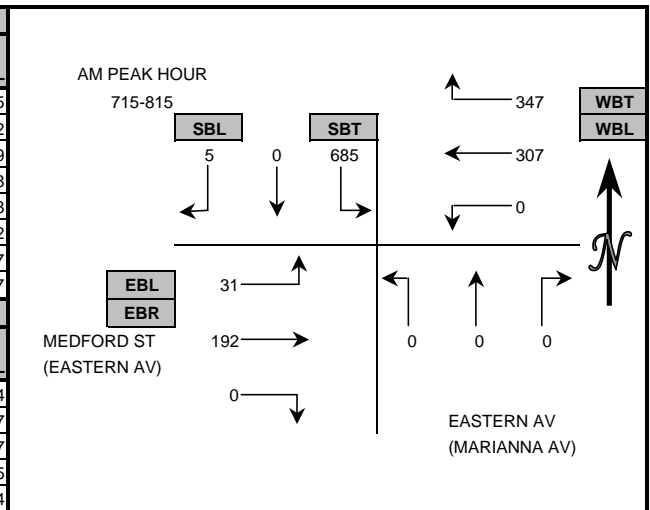
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	2	4	4	4	147	25	42	2	28	52	199	2	511
415-430	0	9	2	5	136	24	37	8	31	46	209	2	509
430-445	0	7	4	1	149	24	47	4	37	37	230	4	544
445-500	3	7	3	4	145	27	33	6	25	44	263	3	563
500-515	4	6	4	6	159	33	56	4	35	54	269	6	636
515-530	1	6	6	4	133	29	43	5	27	52	275	7	588
530-545	2	13	5	5	133	29	50	10	39	60	298	4	648
545-600	0	4	6	9	146	26	53	8	33	37	234	6	562
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	5	27	13	14	577	100	159	20	121	179	901	11	2127
415-515	7	29	13	16	589	108	173	22	128	181	971	15	2252
430-530	8	26	17	15	586	113	179	19	124	187	1037	20	2331
445-545	10	32	18	19	570	118	182	25	126	210	1105	20	2435
500-600	7	29	21	24	571	117	202	27	134	203	1076	23	2434



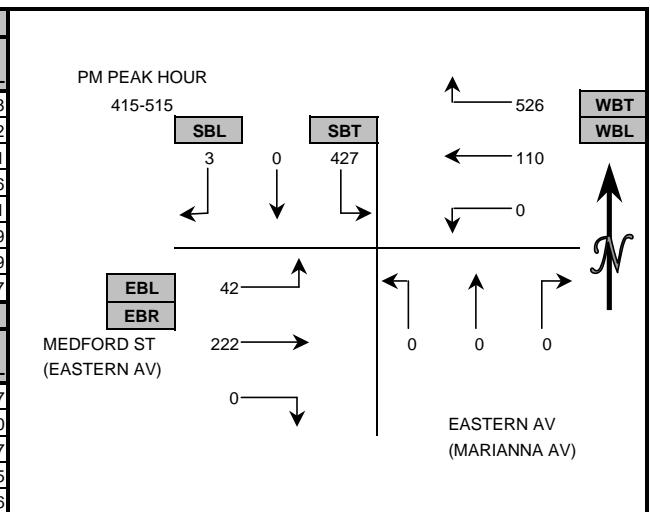
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES
 PROJECT: WHITESIDE REDEVELOPMENT
 DATE: WEDNESDAY, SEPTEMBER 28TH, 2005
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S EASTERN AVENUE (MARIANNA AVE)
 E/W MEDFORD STREET (EASTERN AVENUE)

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	0	123	79	48	0	0	0	0	0	41	4	295
715-730	3	0	138	92	62	0	0	0	0	0	40	7	342
730-745	1	0	181	92	86	0	0	0	0	0	48	11	419
745-800	1	0	210	76	93	0	0	0	0	0	57	11	448
800-815	0	0	156	87	66	0	0	0	0	0	47	2	358
815-830	3	0	128	77	59	0	0	0	0	0	30	5	302
830-845	0	0	108	90	61	0	0	0	0	0	41	7	307
845-900	0	0	86	95	43	0	0	0	0	0	33	10	267
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	5	0	652	339	289	0	0	0	0	0	186	33	1504
715-815	5	0	685	347	307	0	0	0	0	0	192	31	1567
730-830	5	0	675	332	304	0	0	0	0	0	182	29	1527
745-845	4	0	602	330	279	0	0	0	0	0	175	25	1415
800-900	3	0	478	349	229	0	0	0	0	0	151	24	1234



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	1	0	120	100	37	0	0	0	0	0	63	17	338
415-430	1	0	106	146	27	0	0	0	0	0	55	7	342
430-445	0	0	105	132	25	0	0	0	0	0	64	15	341
445-500	0	0	107	121	24	0	0	0	0	0	48	6	306
500-515	2	0	109	127	34	0	0	0	0	0	55	14	341
515-530	2	0	110	113	39	0	0	0	0	0	45	10	319
530-545	0	0	131	127	27	0	0	0	0	0	49	15	349
545-600	1	0	108	122	32	0	0	0	0	0	37	7	307
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	2	0	438	499	113	0	0	0	0	0	230	45	1327
415-515	3	0	427	526	110	0	0	0	0	0	222	42	1330
430-530	4	0	431	493	122	0	0	0	0	0	212	45	1307
445-545	4	0	457	488	124	0	0	0	0	0	197	45	1315
500-600	5	0	458	489	132	0	0	0	0	0	186	46	1316



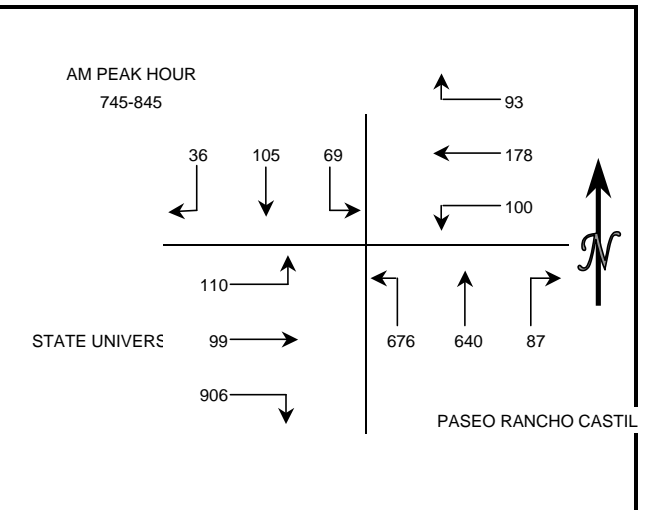
NOTES:

The traffic count movements were adjusted to reflect the actual intersection directional movements. The adjustments are indicated above.

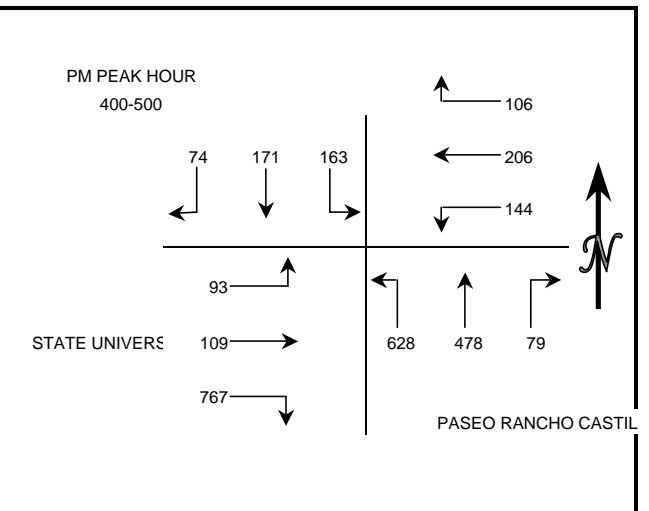
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES
 PROJECT: WHITESIDE REDEVELOPMENT
 DATE: WEDNESDAY, SEPTEMBER 28TH, 2005
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S PASEO RANCHO CASTILLA AND EASTERN AVENUE
 E/W STATE UNIVERSITY DRIVE

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	2	14	1	5	42	38	13	52	96	126	24	0	413
715-730	2	16	7	6	35	30	21	72	102	175	26	6	498
730-745	5	18	18	5	26	22	29	102	166	206	34	11	642
745-800	8	32	12	16	48	23	20	130	180	237	16	16	738
800-815	6	32	15	13	52	30	26	124	185	276	20	15	794
815-830	14	15	18	28	49	29	16	165	191	239	28	29	821
830-845	8	26	24	36	29	18	25	221	120	154	35	50	746
845-900	16	32	24	39	33	29	14	198	93	95	27	41	641
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	17	80	38	32	151	113	83	356	544	744	100	33	2291
715-815	21	98	52	40	161	105	96	428	633	894	96	48	2672
730-830	33	97	63	62	175	104	91	521	722	958	98	71	2995
745-845	36	105	69	93	178	100	87	640	676	906	99	110	3099
800-900	44	105	81	116	163	106	81	708	589	764	110	135	3002



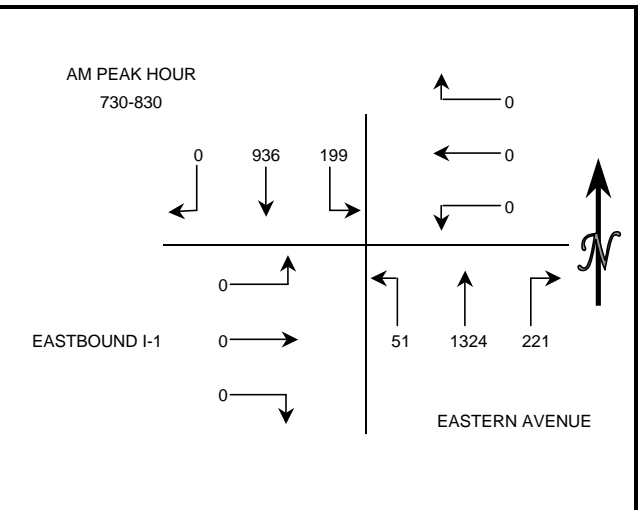
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	20	52	47	53	47	29	18	152	137	199	42	31	827
415-430	22	47	47	27	54	47	20	129	156	182	24	19	774
430-445	20	43	40	17	57	35	22	95	179	196	24	15	743
445-500	12	29	29	9	48	33	19	102	156	190	19	28	674
500-515	20	31	19	14	60	27	23	89	169	179	16	23	670
515-530	19	34	26	17	60	33	33	108	158	173	17	35	713
530-545	10	35	39	18	61	36	29	127	173	195	27	38	788
545-600	18	57	47	23	64	49	25	125	164	151	23	16	762
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	74	171	163	106	206	144	79	478	628	767	109	93	3018
415-515	74	150	135	67	219	142	84	415	660	747	83	85	2861
430-530	71	137	114	57	225	128	97	394	662	738	76	101	2800
445-545	61	129	113	58	229	129	104	426	656	737	79	124	2845
500-600	67	157	131	72	245	145	110	449	664	698	83	112	2933



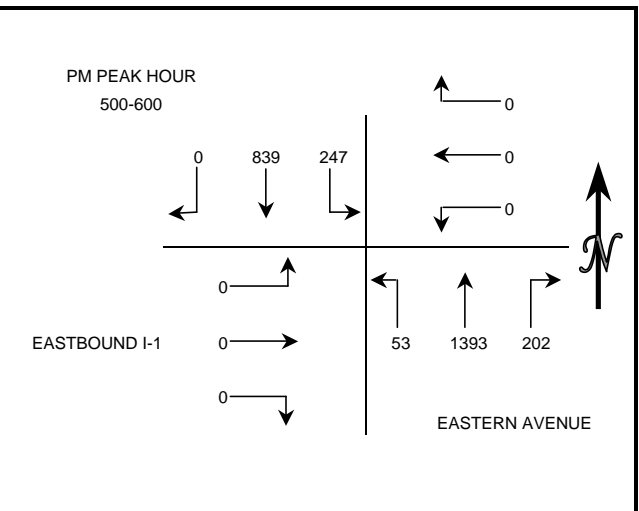
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES
 PROJECT: WHITESIDE REDEVELOPMENT
 DATE: WEDNESDAY, SEPTEMBER 28TH, 2005
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S EASTERN AVENUE
 E/W EASTBOUND I-10 ON-RAMP

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	190	36	0	0	0	50	204	9	0	0	0	489
715-730	0	207	41	0	0	0	62	233	8	0	0	0	551
730-745	0	248	55	0	0	0	68	303	20	0	0	0	694
745-800	0	225	48	0	0	0	56	313	9	0	0	0	651
800-815	0	251	48	0	0	0	42	357	14	0	0	0	712
815-830	0	212	48	0	0	0	55	351	8	0	0	0	674
830-845	0	170	25	0	0	0	36	339	12	0	0	0	582
845-900	0	163	41	0	0	0	35	361	11	0	0	0	611
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	870	180	0	0	0	236	1053	46	0	0	0	2385
715-815	0	931	192	0	0	0	228	1206	51	0	0	0	2608
730-830	0	936	199	0	0	0	221	1324	51	0	0	0	2731
745-845	0	858	169	0	0	0	189	1360	43	0	0	0	2619
800-900	0	796	162	0	0	0	168	1408	45	0	0	0	2579



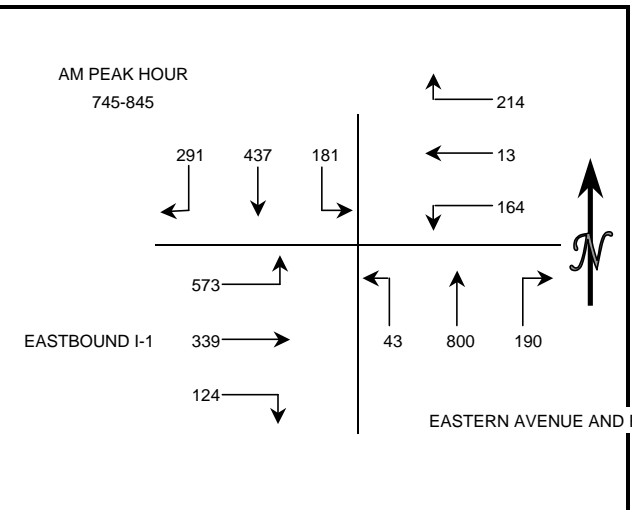
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	209	66	0	0	0	42	339	7	0	0	0	663
415-430	0	272	90	0	0	0	62	286	15	0	0	0	725
430-445	0	228	47	0	0	0	51	253	7	0	0	0	586
445-500	0	204	39	0	0	0	46	286	9	0	0	0	584
500-515	0	199	62	0	0	0	80	306	22	0	0	0	669
515-530	0	194	60	0	0	0	51	344	7	0	0	0	656
530-545	0	234	57	0	0	0	36	409	13	0	0	0	749
545-600	0	212	68	0	0	0	35	334	11	0	0	0	660
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	913	242	0	0	0	201	1164	38	0	0	0	2558
415-515	0	903	238	0	0	0	239	1131	53	0	0	0	2564
430-530	0	825	208	0	0	0	228	1189	45	0	0	0	2495
445-545	0	831	218	0	0	0	213	1345	51	0	0	0	2658
500-600	0	839	247	0	0	0	202	1393	53	0	0	0	2734



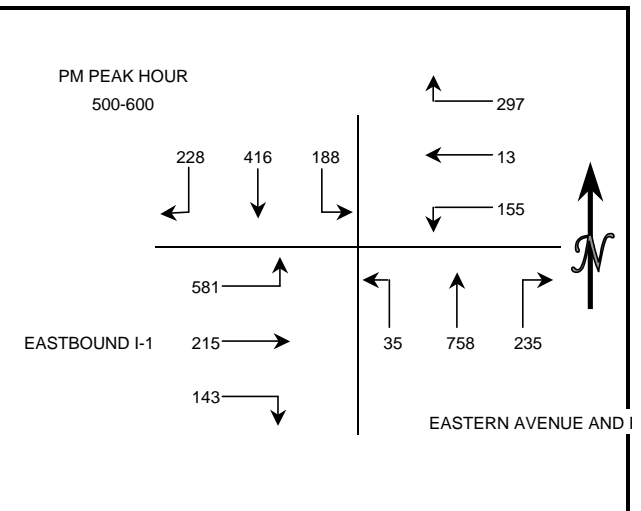
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES
 PROJECT: WHITESIDE REDEVELOPMENT
 DATE: WEDNESDAY, SEPTEMBER 28TH, 2005
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S EASTERN AVENUE AND RAMONA BOULEVARD
 E/W EASTBOUND I-10 OFF-RAMP AND NORTHBOUND AND SOUTHBOUND I-710 ON-RAMP

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	68	37	35	45	7	37	52	160	18	27	23	60	569
715-730	68	54	32	36	2	41	42	208	11	37	34	82	647
730-745	69	99	36	48	7	29	67	237	12	21	64	110	799
745-800	80	129	44	40	1	41	57	211	8	35	74	134	854
800-815	91	133	55	46	7	53	58	228	13	44	71	131	930
815-830	58	99	43	60	2	35	37	194	10	24	69	139	770
830-845	62	76	39	68	3	35	38	167	12	21	125	169	815
845-900	50	79	33	47	4	36	24	161	8	17	102	189	750
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	285	319	147	169	17	148	218	816	49	120	195	386	2869
715-815	308	415	167	170	17	164	224	884	44	137	243	457	3230
730-830	298	460	178	194	17	158	219	870	43	124	278	514	3353
745-845	291	437	181	214	13	164	190	800	43	124	339	573	3369
800-900	261	387	170	221	16	159	157	750	43	106	367	628	3265



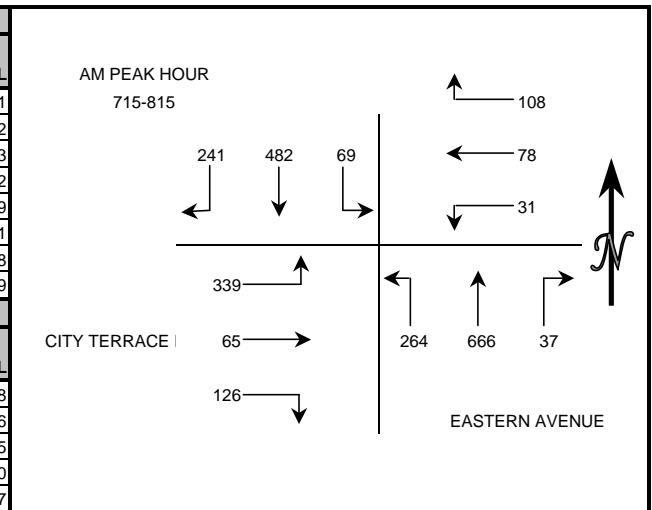
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	59	84	40	61	2	39	47	158	8	34	45	142	719
415-430	70	108	61	63	5	54	47	153	4	27	51	118	761
430-445	72	91	53	88	3	49	53	149	3	31	38	111	741
445-500	39	111	40	71	4	59	57	148	4	40	44	119	736
500-515	59	103	43	90	5	45	68	195	12	38	32	119	809
515-530	44	120	58	77	1	31	54	180	7	43	53	139	807
530-545	65	94	38	69	3	41	56	208	9	30	58	160	831
545-600	60	99	49	61	4	38	57	175	7	32	72	163	817
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	240	394	194	283	14	201	204	608	19	132	178	490	2957
415-515	240	413	197	312	17	207	225	645	23	136	165	467	3047
430-530	214	425	194	326	13	184	232	672	26	152	167	488	3093
445-545	207	428	179	307	13	176	235	731	32	151	187	537	3183
500-600	228	416	188	297	13	155	235	758	35	143	215	581	3264



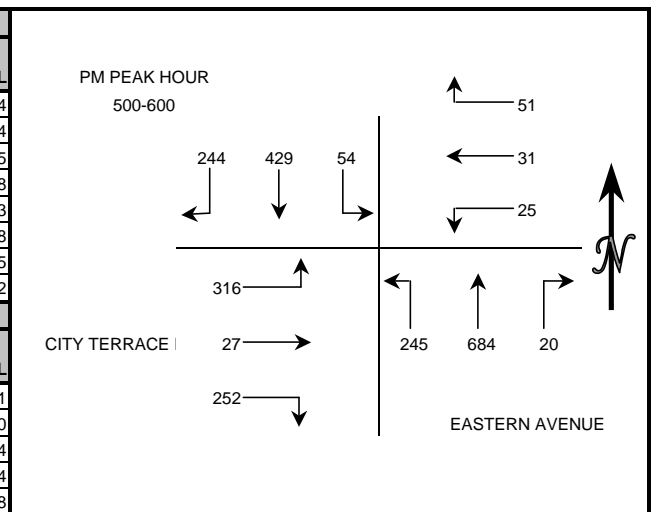
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES
 PROJECT: WHITESIDE REDEVELOPMENT
 DATE: WEDNESDAY, SEPTEMBER 28TH, 2005
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S EASTERN AVENUE
 E/W CITY TERRACE DRIVE

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	33	101	6	16	9	1	7	106	48	40	5	59	431
715-730	54	117	9	23	26	7	7	133	47	25	17	67	532
730-745	57	122	17	36	16	7	7	178	68	36	11	98	653
745-800	76	128	24	29	18	9	10	185	85	26	19	83	692
800-815	54	115	19	20	18	8	13	170	64	39	18	91	629
815-830	35	98	11	18	4	4	1	148	54	34	7	67	481
830-845	42	84	5	13	8	6	1	121	38	32	4	64	418
845-900	45	74	9	16	4	8	1	118	41	25	2	66	409
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	220	468	56	104	69	24	31	602	248	127	52	307	2308
715-815	241	482	69	108	78	31	37	666	264	126	65	339	2506
730-830	222	463	71	103	56	28	31	681	271	135	55	339	2455
745-845	207	425	59	80	48	27	25	624	241	131	48	305	2220
800-900	176	371	44	67	34	26	16	557	197	130	31	288	1937



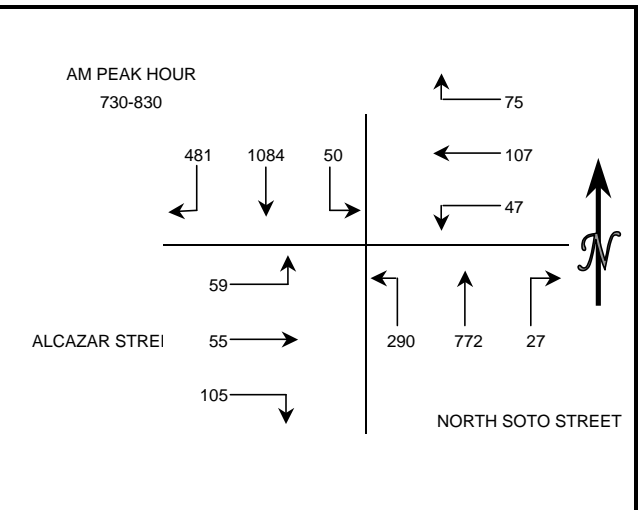
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	59	105	17	13	5	5	5	132	32	44	5	72	494
415-430	63	110	13	16	3	8	6	117	41	27	2	48	454
430-445	64	132	14	11	6	7	6	139	50	41	5	60	535
445-500	58	112	10	13	6	0	4	125	52	58	4	66	508
500-515	60	113	11	12	4	12	7	172	30	58	8	86	573
515-530	48	104	13	12	6	2	5	155	79	60	7	77	568
530-545	76	109	18	17	7	4	6	194	77	62	9	76	655
545-600	60	103	12	10	14	7	2	163	59	72	3	77	582
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	244	459	54	53	20	20	21	513	175	170	16	246	1991
415-515	245	467	48	52	19	27	23	553	173	184	19	260	2070
430-530	230	461	48	48	22	21	22	591	211	217	24	289	2184
445-545	242	438	52	54	23	18	22	646	238	238	28	305	2304
500-600	244	429	54	51	31	25	20	684	245	252	27	316	2378



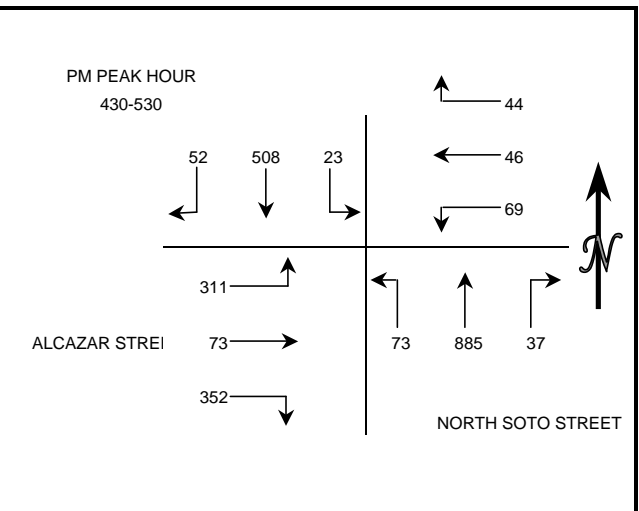
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES
 PROJECT: WHITESIDE REDEVELOPMENT
 DATE: WEDNESDAY, SEPTEMBER 28TH, 2005
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S NORTH SOTO STREET
 E/W ALCAZAR STREET

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	78	180	3	5	10	11	6	146	93	22	7	13	574
715-730	87	221	13	11	13	6	8	185	74	27	3	22	670
730-745	122	300	16	39	25	6	10	222	63	45	14	25	887
745-800	153	273	14	17	38	16	8	219	57	24	19	17	855
800-815	107	247	15	16	26	13	4	184	81	22	12	9	736
815-830	99	264	5	3	18	12	5	147	89	14	10	8	674
830-845	78	211	6	6	15	9	4	100	72	14	5	13	533
845-900	97	163	3	4	6	6	8	85	66	22	7	13	480
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	440	974	46	72	86	39	32	772	287	118	43	77	2986
715-815	469	1041	58	83	102	41	30	810	275	118	48	73	3148
730-830	481	1084	50	75	107	47	27	772	290	105	55	59	3152
745-845	437	995	40	42	97	50	21	650	299	74	46	47	2798
800-900	381	885	29	29	65	40	21	516	308	72	34	43	2423



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	15	134	6	13	14	21	10	210	15	85	19	70	612
415-430	13	110	6	7	5	18	14	200	26	68	8	48	523
430-445	13	133	5	10	14	28	11	212	27	88	16	64	621
445-500	12	118	5	9	10	16	4	233	18	99	20	75	619
500-515	14	123	3	15	14	10	10	203	14	94	14	94	608
515-530	13	134	10	10	8	15	12	237	14	71	23	78	625
530-545	12	112	5	12	13	13	9	211	20	55	10	66	538
545-600	14	113	5	12	7	5	10	246	20	68	11	36	547
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	53	495	22	39	43	83	39	855	86	340	63	257	2375
415-515	52	484	19	41	43	72	39	848	85	349	58	281	2371
430-530	52	508	23	44	46	69	37	885	73	352	73	311	2473
445-545	51	487	23	46	45	54	35	884	66	319	67	313	2390
500-600	53	482	23	49	42	43	41	897	68	288	58	274	2318



APPENDIX F

MUTCD TRAFFIC SIGNAL WARRANTS

TRAFFIC SIGNAL WARRANT INPUT PARAMETERS

INTERSECTION AND SCENARIO IDENTIFIERS			
Major Street:	Herbert Ave		
Minor Street:	Whiteside Street		
Scenario:	Ex+AMB AM Peak		
Urban/Rural:	u	(U=urban, R=rural)	See Note [a]
NUMBER OF LANES FOR MOVING TRAFFIC ON EACH APPROACH			
Major Street:	2		
Minor Street:	1		
TRAFFIC VOLUME DATA			
	Peak Hour <i>Note [b]</i>	4th Highest Hour	8th Highest Hour
Hourly Factor (% of Peak Hour):	n/a	85%	60%
Vehicles Per Hour (Peak Hour)			
Major Street-Approach 1:	631	536	379
Major Street-Approach 2:	534	454	320
Major Street-Heavier Left Turn: See Note [c]		0	0
Minor Street-Higher Volume App:	263	224	158

WARRANTS SELECTED FOR ANALYSIS

Warrant	MUTCD Warrant Number	Available on Worksheet?	Desired for Analysis? (Y or N)	Applicable Time Period
Eight-Hour Vehicular Volume	1			
Minimum Vehicular Volume	1A	Yes	Y	8th Highest Hr
Interruption of Continuous Traffic	1B	Yes	Y	8th Highest Hr
Combination of Conditions A and B	1C	Yes	Y	8th Highest Hr
Four Hour Volume	2	Yes	Y	4th Highest Hr
Peak Hour Volume	3	Yes	Y	Peak Hour
Estimated Average Daily Traffic	n/a	Yes	N	Daily
Minimum Pedestrian Volume		No	n/a	n/a
School Crossings		No	n/a	n/a
Progressive Movement		No	n/a	n/a
Accident Experience		No	n/a	n/a
Systems Warrant		No	n/a	n/a
Peak Hour Delay		No	n/a	n/a

Notes:

- Use "rural" if the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000. Otherwise, use "urban" (default value).
- The single highest hour of the day, whether it be AM peak hour or PM peak hour or even some other hour. It is normally not necessary to test both AM peak hour and PM peak hour.
- Use if separate signal phase to be provided for left-turn movement.

Yellow shading indicates required field.

Green shading indicates data required for peak hour, 4th highest hour, and 8th highest hour warrants.

Rose shading indicates default factors for estimating 4th highest hour and 8th highest hour. These factors can be changed if desired. Alternatively, if 4th highest hour or 8th highest hour volumes are known, these can be entered directly into the appropriate cells beneath the factor

TRAFFIC SIGNAL WARRANTS
EIGHT-HOUR VEHICULAR VOLUME (MUTCD Warrant 1)

Major Street: Herbert Ave Minor Street: Whiteside Street Scenario: Ex+AMB AM Peak Urban/Rural: u (U=urban, R=rural or high speed [c])											
MINIMUM VEHICULAR VOLUME (MUTCD Condition A)				Minimum Requirements							
				Number of Lanes for Moving Traffic on Each Approach		Vehicles Per Hour (eighth highest hour) on Major Street (Total of Both Approaches)			Vehicles Per Hour (eighth highest hour) on Higher-Volume Minor Street Approach (1 Direction Only)		
Number of Lanes on Each Approach				Major Street	Minor Street	100% [a]	80% [b]	70% [c]	100% [a]	80% [b]	70% [c]
Major Street: 2				1	1	500	400	350	150	120	105
Minor Street: 1				>=2	1	600	480	420	150	120	105
Vehicles Per Hour (8th Highest Hour)				>=2	>=2	600	480	420	200	160	140
Major Street (Approach 1): 379				1	>=2	500	400	350	200	160	140
Major Street (Approach 2): 320				Minimum Required			600	480	#N/A	150	120
Major Street Left Turn (see note [d]): 0				Test Amount			699	699	#N/A	158	158
Minor Street (Higher Volume App.): 158											
MINIMUM VEHICULAR VOLUME SATISFIED? YES											
INTERRUPTION OF CONTINUOUS TRAFFIC (MUTCD Condition B)				Minimum Requirements							
				Number of Lanes for Moving Traffic on Each Approach		Vehicles Per Hour (eighth highest hour) on Major Street (Total of Both Approaches)			Vehicles Per Hour (eighth highest hour) on Higher-Volume Minor Street Approach (1 Direction Only)		
Number of Lanes on Each Approach				Major Street	Minor Street	100% [a]	80% [b]	70% [c]	100% [a]	80% [b]	70% [c]
Major Street: 2				1	1	750	600	525	75	60	53
Minor Street: 1				>=2	1	900	720	630	75	60	53
Vehicles Per Hour (8th Highest Hour)				>=2	>=2	900	720	630	100	80	70
Major Street (Approach 1): 379				1	>=2	750	600	525	100	80	70
Major Street (Approach 2): 320				Minimum Required			900	720	#N/A	75	60
Major Street Left Turn (see note [d]): 0				Test Amount			699	699	#N/A	158	158
Minor Street (Higher Volume App.): 158											
INTERRUPT. OF CONT. TRAFFIC SATISFIED? NO											
80% COMBINATION No one warrant satisfied but following warrants fulfilled 80% or more: Condition A 80% Fulfilled? YES Condition B 80% Fulfilled? NO 80% COMBINATION SATISFIED? NO				Minimum Requirements: Conditions A and B Both 80% Fulfilled							

Notes:

- Basic minimum hourly volume (eighth highest hour).
- Used for combination of Conditions A and B.
- May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3)

Major Street: Herbert Ave			
Minor Street: Whiteside Street			
Scenario: Ex+AMB AM Peak			
Urban/Rural: u (U=urban, R=rural [a])			
FOUR HOUR VOLUME (MUTCD Warrant 2)			
Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	536	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>454</u>	Minor Street (Higher Volume App.):	<u>224</u>
Major Street Total (Both Approaches):	990	Minor Street Total:	224
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	390	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	150
FOUR HOUR VOLUME WARRANT SATISFIED?		YES	
PEAK HOUR VOLUME (MUTCD Warrant 3)			
Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	631	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>534</u>	Minor Street (Higher Volume App.):	<u>263</u>
Major Street Total (Both Approaches):	1,165	Minor Street Total:	263
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	230
PEAK HOUR VOLUME WARRANT SATISFIED?		YES	

Notes:

- May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, Manual on Uniform Traffic Control Devices, 2003 Edition.

TRAFFIC SIGNAL WARRANT:

(Based on Estimated Average Daily Traffic - see note [a])

Major Street: Herbert Ave Minor Street: Whiteside Street Scenario: Ex+AMB AM Peak Urban/Rural: u (U=urban, R=rural [b])									
WARRANT 1 - MINIMUM VEHICULAR VOLUME				Minimum Requirements					
				Number of Lanes for Moving Traffic on Each Approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (1 Direction Only)	
Number of Lanes on Each Approach Major Street: #N/A Minor Street: #N/A Vehicles Per Day Major Street (Approach 1): #N/A Major Street (Approach 2): #N/A Major Street Left Turn (see note [c]): #N/A Minor Street (Higher Volume App.): #N/A				Major Street	Minor Street	Urban	Rural [b]	Urban	Rural [b]
				1	1	8,000	5,600	2,400	1,680
				>=2	1	9,600	6,720	2,400	1,680
				>=2	>=2	9,600	6,720	3,200	2,240
				1	>=2	8,000	5,600	3,200	2,240
MINIMUM VEHICULAR VOLUME SATISFIED? #N/A				Minimum Required Test Amount		#N/A	#N/A	#N/A	#N/A
WARRANT 2 - INTERRUPTION OF CONTINUOUS TRAFFIC				Minimum Requirements					
				Number of Lanes for Moving Traffic on Each Approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (1 Direction Only)	
Number of Lanes on Each Approach Major Street: #N/A Minor Street: #N/A Vehicles Per Day Major Street (Approach 1): #N/A Major Street (Approach 2): #N/A Major Street Left Turn (see note [c]): #N/A Minor Street (Higher Volume App.): #N/A				Major Street	Minor Street	Urban	Rural [b]	Urban	Rural [b]
				1	1	12,000	8,400	1,200	850
				>=2	1	14,400	10,080	1,200	850
				>=2	>=2	14,400	10,080	1,600	1,120
				1	>=2	12,000	8,400	1,600	1,120
INTERRUPT. OF CONT. TRAFFIC SATISFIED? #N/A				Minimum Required Test Amount		#N/A	#N/A	#N/A	#N/A
WARRANT 3 - COMBINATION									
No one warrant satisfied but following warrants fulfilled 80% or more:									
Warrant 1 80% Fulfilled? #N/A									
Warrant 2 80% Fulfilled? #N/A									
80% COMBINATION SATISFIED? #N/A				Minimum Requirements: Warrants 1 and 2 Both 80% Fulfilled					

Notes:

- To be used only for new intersections or other locations where actual traffic volumes cannot be counted.
- May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

Adopted from: Caltrans, "Traffic Manual," 1992, page 9-9.

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street: Herbert Ave
Minor Street: Whiteside Street
Scenario: Ex+AMB AM Peak

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1			
Minimum Vehicular Volume	1A	YES	YES	8th Highest Hour
Interruption of Continuous Traffic	1B	YES	NO	8th Highest Hour
80% Combination	1C	YES	NO	8th Highest Hour
Four Hour Volume	2	YES	YES	4th Highest Hour
Peak Hour Volume	3	YES	YES	Peak Hour

TRAFFIC SIGNAL WARRANT INPUT PARAMETERS

INTERSECTION AND SCENARIO IDENTIFIERS			
Major Street:	Herbert Ave		
Minor Street:	Whiteside Street		
Scenario:	Ex+AMB PM Peak		
Urban/Rural:	u	(U=urban, R=rural)	See Note [a]
NUMBER OF LANES FOR MOVING TRAFFIC ON EACH APPROACH			
Major Street:	2		
Minor Street:	1		
TRAFFIC VOLUME DATA			
	Peak Hour <i>Note [b]</i>	4th Highest Hour	8th Highest Hour
Hourly Factor (% of Peak Hour):	n/a	85%	60%
Vehicles Per Hour (Peak Hour)			
Major Street-Approach 1:	523	445	314
Major Street-Approach 2:	376	320	226
Major Street-Heavier Left Turn:	See Note [c]	0	0
Minor Street-Higher Volume App:	176	150	106

WARRANTS SELECTED FOR ANALYSIS

Warrant	MUTCD Warrant Number	Available on Worksheet?	Desired for Analysis? (Y or N)	Applicable Time Period
Eight-Hour Vehicular Volume	1			
Minimum Vehicular Volume	1A	Yes	Y	8th Highest Hr
Interruption of Continuous Traffic	1B	Yes	Y	8th Highest Hr
Combination of Conditions A and B	1C	Yes	Y	8th Highest Hr
Four Hour Volume	2	Yes	Y	4th Highest Hr
Peak Hour Volume	3	Yes	Y	Peak Hour
Estimated Average Daily Traffic	n/a	Yes	N	Daily
Minimum Pedestrian Volume		No	n/a	n/a
School Crossings		No	n/a	n/a
Progressive Movement		No	n/a	n/a
Accident Experience		No	n/a	n/a
Systems Warrant		No	n/a	n/a
Peak Hour Delay		No	n/a	n/a

Notes:

- Use "rural" if the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000. Otherwise, use "urban" (default value).
- The single highest hour of the day, whether it be AM peak hour or PM peak hour or even some other hour. It is normally not necessary to test both AM peak hour and PM peak hour.
- Use if separate signal phase to be provided for left-turn movement.

Yellow shading indicates required field.

Green shading indicates data required for peak hour, 4th highest hour, and 8th highest hour warrants.

Rose shading indicates default factors for estimating 4th highest hour and 8th highest hour. These factors can be changed if desired. Alternatively, if 4th highest hour or 8th highest hour volumes are known, these can be entered directly into the appropriate cells beneath the factor

TRAFFIC SIGNAL WARRANTS
EIGHT-HOUR VEHICULAR VOLUME (MUTCD Warrant 1)

Major Street: Herbert Ave Minor Street: Whiteside Street Scenario: Ex+AMB PM Peak Urban/Rural: u (U=urban, R=rural or high speed [c])											
MINIMUM VEHICULAR VOLUME (MUTCD Condition A)				Minimum Requirements							
				Number of Lanes for Moving Traffic on Each Approach		Vehicles Per Hour (eighth highest hour) on Major Street (Total of Both Approaches)			Vehicles Per Hour (eighth highest hour) on Higher-Volume Minor Street Approach (1 Direction Only)		
Number of Lanes on Each Approach				Major Street	Minor Street	100% [a]	80% [b]	70% [c]	100% [a]	80% [b]	70% [c]
Major Street: 2				1	1	500	400	350	150	120	105
Minor Street: 1				>=2	1	600	480	420	150	120	105
Vehicles Per Hour (8th Highest Hour)				>=2	>=2	600	480	420	200	160	140
Major Street (Approach 1): 314				1	>=2	500	400	350	200	160	140
Major Street (Approach 2): 226				Minimum Required			600	480	#N/A	150	120
Major Street Left Turn (see note [d]): 0				Test Amount			540	540	#N/A	106	106
Minor Street (Higher Volume App.): 106											
MINIMUM VEHICULAR VOLUME SATISFIED?				NO							
INTERRUPTION OF CONTINUOUS TRAFFIC (MUTCD Condition B)				Minimum Requirements							
				Number of Lanes for Moving Traffic on Each Approach		Vehicles Per Hour (eighth highest hour) on Major Street (Total of Both Approaches)			Vehicles Per Hour (eighth highest hour) on Higher-Volume Minor Street Approach (1 Direction Only)		
Number of Lanes on Each Approach				Major Street	Minor Street	100% [a]	80% [b]	70% [c]	100% [a]	80% [b]	70% [c]
Major Street: 2				1	1	750	600	525	75	60	53
Minor Street: 1				>=2	1	900	720	630	75	60	53
Vehicles Per Hour (8th Highest Hour)				>=2	>=2	900	720	630	100	80	70
Major Street (Approach 1): 314				1	>=2	750	600	525	100	80	70
Major Street (Approach 2): 226				Minimum Required			900	720	#N/A	75	60
Major Street Left Turn (see note [d]): 0				Test Amount			540	540	#N/A	106	106
Minor Street (Higher Volume App.): 106											
INTERRUPT. OF CONT. TRAFFIC SATISFIED?				NO							
80% COMBINATION No one warrant satisfied but following warrants fulfilled 80% or more: Condition A 80% Fulfilled? NO Condition B 80% Fulfilled? NO 80% COMBINATION SATISFIED? NO				Minimum Requirements:							
				Conditions A and B Both 80% Fulfilled							

Notes:

- Basic minimum hourly volume (eighth highest hour).
- Used for combination of Conditions A and B.
- May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3)

Major Street: Herbert Ave			
Minor Street: Whiteside Street			
Scenario: Ex+AMB PM Peak			
Urban/Rural: u (U=urban, R=rural [a])			
FOUR HOUR VOLUME (MUTCD Warrant 2)			
Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	445	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>320</u>	Minor Street (Higher Volume App.):	<u>150</u>
Major Street Total (Both Approaches):	765	Minor Street Total:	150
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	390	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	220
FOUR HOUR VOLUME WARRANT SATISFIED?		NO	
PEAK HOUR VOLUME (MUTCD Warrant 3)			
Number of Lanes on Each Approach			
Major Street:	2		
Minor Street:	1		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	523	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>376</u>	Minor Street (Higher Volume App.):	<u>176</u>
Major Street Total (Both Approaches):	899	Minor Street Total:	176
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	510	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	320
PEAK HOUR VOLUME WARRANT SATISFIED?		NO	

Notes:

- May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, Manual on Uniform Traffic Control Devices, 2003 Edition.

TRAFFIC SIGNAL WARRANT:

(Based on Estimated Average Daily Traffic - see note [a])

Major Street: Herbert Ave Minor Street: Whiteside Street Scenario: Ex+AMB PM Peak Urban/Rural: u (U=urban, R=rural [b])									
WARRANT 1 - MINIMUM VEHICULAR VOLUME				Minimum Requirements					
				Number of Lanes for Moving Traffic on Each Approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (1 Direction Only)	
Number of Lanes on Each Approach Major Street: #N/A Minor Street: #N/A Vehicles Per Day Major Street (Approach 1): #N/A Major Street (Approach 2): #N/A Major Street Left Turn (see note [c]): #N/A Minor Street (Higher Volume App.): #N/A				Major Street	Minor Street	Urban	Rural [b]	Urban	Rural [b]
				1	1	8,000	5,600	2,400	1,680
				>=2	1	9,600	6,720	2,400	1,680
				>=2	>=2	9,600	6,720	3,200	2,240
				1	>=2	8,000	5,600	3,200	2,240
MINIMUM VEHICULAR VOLUME SATISFIED? #N/A				Minimum Required Test Amount		#N/A	#N/A	#N/A	#N/A
WARRANT 2 - INTERRUPTION OF CONTINUOUS TRAFFIC				Minimum Requirements					
				Number of Lanes for Moving Traffic on Each Approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (1 Direction Only)	
Number of Lanes on Each Approach Major Street: #N/A Minor Street: #N/A Vehicles Per Day Major Street (Approach 1): #N/A Major Street (Approach 2): #N/A Major Street Left Turn (see note [c]): #N/A Minor Street (Higher Volume App.): #N/A				Major Street	Minor Street	Urban	Rural [b]	Urban	Rural [b]
				1	1	12,000	8,400	1,200	850
				>=2	1	14,400	10,080	1,200	850
				>=2	>=2	14,400	10,080	1,600	1,120
				1	>=2	12,000	8,400	1,600	1,120
INTERRUPT. OF CONT. TRAFFIC SATISFIED? #N/A				Minimum Required Test Amount		#N/A	#N/A	#N/A	#N/A
WARRANT 3 - COMBINATION									
No one warrant satisfied but following warrants fulfilled 80% or more:									
Warrant 1 80% Fulfilled? #N/A									
Warrant 2 80% Fulfilled? #N/A									
80% COMBINATION SATISFIED? #N/A				Minimum Requirements: Warrants 1 and 2 Both 80% Fulfilled					

Notes:

- To be used only for new intersections or other locations where actual traffic volumes cannot be counted.
- May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

Adopted from: Caltrans, "Traffic Manual," 1992, page 9-9.

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street: Herbert Ave
 Minor Street: Whiteside Street
 Scenario: Ex+AMB PM Peak

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1			
Minimum Vehicular Volume	1A	YES	NO	8th Highest Hour
Interruption of Continuous Traffic	1B	YES	NO	8th Highest Hour
80% Combination	1C	YES	NO	8th Highest Hour
Four Hour Volume	2	YES	NO	4th Highest Hour
Peak Hour Volume	3	YES	NO	Peak Hour

TRAFFIC SIGNAL WARRANT INPUT PARAMETERS

INTERSECTION AND SCENARIO IDENTIFIERS			
Major Street:	City Terrace Dr		
Minor Street:	I-10 EB off-ramp/Bonnie Beach		
Scenario:	Ex AM Peak (2005)		
Urban/Rural:	u	(U=urban, R=rural) See Note [a]	
NUMBER OF LANES FOR MOVING TRAFFIC ON EACH APPROACH			
Major Street:	2.5		
Minor Street:	1.5		
TRAFFIC VOLUME DATA			
	Peak Hour <i>Note [b]</i>	4th Highest Hour	8th Highest Hour
Hourly Factor (% of Peak Hour):	n/a	85%	60%
Vehicles Per Hour (Peak Hour)			
Major Street-Approach 1:	815	693	489
Major Street-Approach 2:	507	431	304
Major Street-Heavier Left Turn: See Note [c]		0	0
Minor Street-Higher Volume App:	283	241	170

WARRANTS SELECTED FOR ANALYSIS

Warrant	MUTCD Warrant Number	Available on Worksheet?	Desired for Analysis? (Y or N)	Applicable Time Period
Eight-Hour Vehicular Volume	1			
Minimum Vehicular Volume	1A	Yes	Y	8th Highest Hr
Interruption of Continuous Traffic	1B	Yes	Y	8th Highest Hr
Combination of Conditions A and B	1C	Yes	Y	8th Highest Hr
Four Hour Volume	2	Yes	Y	4th Highest Hr
Peak Hour Volume	3	Yes	Y	Peak Hour
Estimated Average Daily Traffic	n/a	Yes	N	Daily
Minimum Pedestrian Volume		No	n/a	n/a
School Crossings		No	n/a	n/a
Progressive Movement		No	n/a	n/a
Accident Experience		No	n/a	n/a
Systems Warrant		No	n/a	n/a
Peak Hour Delay		No	n/a	n/a

Notes:

- Use "rural" if the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000. Otherwise, use "urban" (default value).
- The single highest hour of the day, whether it be AM peak hour or PM peak hour or even some other hour. It is normally not necessary to test both AM peak hour and PM peak hour.
- Use if separate signal phase to be provided for left-turn movement.

Yellow shading indicates required field.

Green shading indicates data required for peak hour, 4th highest hour, and 8th highest hour warrants.

Rose shading indicates default factors for estimating 4th highest hour and 8th highest hour. These factors can be changed if desired. Alternatively, if 4th highest hour or 8th highest hour volumes are known, these can be entered directly into the appropriate cells beneath the factor

TRAFFIC SIGNAL WARRANTS
EIGHT-HOUR VEHICULAR VOLUME (MUTCD Warrant 1)

Major Street: City Terrace Dr Minor Street: I-10 EB off-ramp/Bonnie Beach Scenario: Ex AM Peak (2005) Urban/Rural: u (U=urban, R=rural or high speed [c])									
MINIMUM VEHICULAR VOLUME (MUTCD Condition A) Number of Lanes on Each Approach Major Street: 2.5 Minor Street: 1.5 Vehicles Per Hour (8th Highest Hour) Major Street (Approach 1): 489 Major Street (Approach 2): 304 Major Street Left Turn (see note [d]): 0 Minor Street (Higher Volume App.): 170				Minimum Requirements					
				Number of Lanes for Moving Traffic on Each Approach		Vehicles Per Hour (eighth highest hour) on Major Street (Total of Both Approaches)			Vehicles Per Hour (eighth highest hour) on Higher-Volume Minor Street Approach (1 Direction Only)
		Major Street	Minor Street	100% [a]	80% [b]	70% [c]	100% [a]	80% [b]	70% [c]
		1	1	500	400	350	150	120	105
		>=2	1	600	480	420	150	120	105
		>=2	>=2	600	480	420	200	160	140
		1	>=2	500	400	350	200	160	140
MINIMUM VEHICULAR VOLUME SATISFIED?		NO		Minimum Required Test Amount	600	480	#N/A	200	160
					793	793	#N/A	170	170
INTERRUPTION OF CONTINUOUS TRAFFIC (MUTCD Condition B) Number of Lanes on Each Approach Major Street: 2.5 Minor Street: 1.5 Vehicles Per Hour (8th Highest Hour) Major Street (Approach 1): 489 Major Street (Approach 2): 304 Major Street Left Turn (see note [d]): 0 Minor Street (Higher Volume App.): 170				Minimum Requirements					
				Number of Lanes for Moving Traffic on Each Approach		Vehicles Per Hour (eighth highest hour) on Major Street (Total of Both Approaches)			Vehicles Per Hour (eighth highest hour) on Higher-Volume Minor Street Approach (1 Direction Only)
		Major Street	Minor Street	100% [a]	80% [b]	70% [c]	100% [a]	80% [b]	70% [c]
		1	1	750	600	525	75	60	53
		>=2	1	900	720	630	75	60	53
		>=2	>=2	900	720	630	100	80	70
		1	>=2	750	600	525	100	80	70
INTERRUPT. OF CONT. TRAFFIC SATISFIED?		NO		Minimum Required Test Amount	900	720	#N/A	100	80
					793	793	#N/A	170	170
80% COMBINATION No one warrant satisfied but following warrants fulfilled 80% or more: Condition A 80% Fulfilled? YES Condition B 80% Fulfilled? YES 80% COMBINATION SATISFIED? YES				Minimum Requirements: Conditions A and B Both 80% Fulfilled					

Notes:

- Basic minimum hourly volume (eighth highest hour).
- Used for combination of Conditions A and B.
- May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3)

Major Street: City Terrace Dr			
Minor Street: I-10 EB off-ramp/Bonnie Beach			
Scenario: Ex AM Peak (2005)			
Urban/Rural: u (U=urban, R=rural [a])			
FOUR HOUR VOLUME (MUTCD Warrant 2)			
Number of Lanes on Each Approach			
Major Street:	2.5		
Minor Street:	1.5		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	693	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>431</u>	Minor Street (Higher Volume App.):	<u>241</u>
Major Street Total (Both Approaches):	1,124	Minor Street Total:	241
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	470	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	160
FOUR HOUR VOLUME WARRANT SATISFIED?		YES	
PEAK HOUR VOLUME (MUTCD Warrant 3)			
Number of Lanes on Each Approach			
Major Street:	2.5		
Minor Street:	1.5		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	815	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>507</u>	Minor Street (Higher Volume App.):	<u>283</u>
Major Street Total (Both Approaches):	1,322	Minor Street Total:	283
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	620	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	240
PEAK HOUR VOLUME WARRANT SATISFIED?		YES	

Notes:

- May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, Manual on Uniform Traffic Control Devices, 2003 Edition.

TRAFFIC SIGNAL WARRANT:

(Based on Estimated Average Daily Traffic - see note [a])

Major Street: City Terrace Dr Minor Street: I-10 EB off-ramp/Bonnie Beach Scenario: Ex AM Peak (2005) Urban/Rural: u (U=urban, R=rural [b])									
WARRANT 1 - MINIMUM VEHICULAR VOLUME				Minimum Requirements					
				Number of Lanes for Moving Traffic on Each Approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (1 Direction Only)	
Number of Lanes on Each Approach Major Street: #N/A Minor Street: #N/A Vehicles Per Day Major Street (Approach 1): #N/A Major Street (Approach 2): #N/A Major Street Left Turn (see note [c]): #N/A Minor Street (Higher Volume App.): #N/A				Major Street	Minor Street	Urban	Rural [b]	Urban	Rural [b]
				1	1	8,000	5,600	2,400	1,680
				>=2	1	9,600	6,720	2,400	1,680
				>=2	>=2	9,600	6,720	3,200	2,240
				1	>=2	8,000	5,600	3,200	2,240
MINIMUM VEHICULAR VOLUME SATISFIED? #N/A				Minimum Required Test Amount		#N/A	#N/A	#N/A	#N/A
WARRANT 2 - INTERRUPTION OF CONTINUOUS TRAFFIC				Minimum Requirements					
				Number of Lanes for Moving Traffic on Each Approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (1 Direction Only)	
Number of Lanes on Each Approach Major Street: #N/A Minor Street: #N/A Vehicles Per Day Major Street (Approach 1): #N/A Major Street (Approach 2): #N/A Major Street Left Turn (see note [c]): #N/A Minor Street (Higher Volume App.): #N/A				Major Street	Minor Street	Urban	Rural [b]	Urban	Rural [b]
				1	1	12,000	8,400	1,200	850
				>=2	1	14,400	10,080	1,200	850
				>=2	>=2	14,400	10,080	1,600	1,120
				1	>=2	12,000	8,400	1,600	1,120
INTERRUPT. OF CONT. TRAFFIC SATISFIED? #N/A				Minimum Required Test Amount		#N/A	#N/A	#N/A	#N/A
WARRANT 3 - COMBINATION									
No one warrant satisfied but following warrants fulfilled 80% or more:									
Warrant 1 80% Fulfilled? #N/A									
Warrant 2 80% Fulfilled? #N/A									
80% COMBINATION SATISFIED? #N/A				Minimum Requirements: Warrants 1 and 2 Both 80% Fulfilled					

Notes:

- To be used only for new intersections or other locations where actual traffic volumes cannot be counted.
- May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

Adopted from: Caltrans, "Traffic Manual," 1992, page 9-9.

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street: City Terrace Dr
Minor Street: I-10 EB off-ramp/Bonnie Beach
Scenario: Ex AM Peak (2005)

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1			
Minimum Vehicular Volume	1A	YES	NO	8th Highest Hour
Interruption of Continuous Traffic	1B	YES	NO	8th Highest Hour
80% Combination	1C	YES	YES	8th Highest Hour
Four Hour Volume	2	YES	YES	4th Highest Hour
Peak Hour Volume	3	YES	YES	Peak Hour

TRAFFIC SIGNAL WARRANT INPUT PARAMETERS

INTERSECTION AND SCENARIO IDENTIFIERS			
Major Street:	City Terrace Dr		
Minor Street:	I-10 EB off-ramp/Bonnie Beach		
Scenario:	Ex PM Peak (2005)		
Urban/Rural:	u	(U=urban, R=rural) See Note [a]	
NUMBER OF LANES FOR MOVING TRAFFIC ON EACH APPROACH			
Major Street:	2.5		
Minor Street:	1.5		
TRAFFIC VOLUME DATA			
	Peak Hour <i>Note [b]</i>	4th Highest Hour	8th Highest Hour
Hourly Factor (% of Peak Hour):	n/a	85%	60%
Vehicles Per Hour (Peak Hour)			
Major Street-Approach 1:	513	436	308
Major Street-Approach 2:	486	413	292
Major Street-Heavier Left Turn: See Note [c]		0	0
Minor Street-Higher Volume App:	372	316	223

WARRANTS SELECTED FOR ANALYSIS

Warrant	MUTCD Warrant Number	Available on Worksheet?	Desired for Analysis? (Y or N)	Applicable Time Period
Eight-Hour Vehicular Volume	1			
Minimum Vehicular Volume	1A	Yes	Y	8th Highest Hr
Interruption of Continuous Traffic	1B	Yes	Y	8th Highest Hr
Combination of Conditions A and B	1C	Yes	Y	8th Highest Hr
Four Hour Volume	2	Yes	Y	4th Highest Hr
Peak Hour Volume	3	Yes	Y	Peak Hour
Estimated Average Daily Traffic	n/a	Yes	N	Daily
Minimum Pedestrian Volume		No	n/a	n/a
School Crossings		No	n/a	n/a
Progressive Movement		No	n/a	n/a
Accident Experience		No	n/a	n/a
Systems Warrant		No	n/a	n/a
Peak Hour Delay		No	n/a	n/a

Notes:

- Use "rural" if the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000. Otherwise, use "urban" (default value).
- The single highest hour of the day, whether it be AM peak hour or PM peak hour or even some other hour. It is normally not necessary to test both AM peak hour and PM peak hour.
- Use if separate signal phase to be provided for left-turn movement.

Yellow shading indicates required field.

Green shading indicates data required for peak hour, 4th highest hour, and 8th highest hour warrants.

Rose shading indicates default factors for estimating 4th highest hour and 8th highest hour. These factors can be changed if desired. Alternatively, if 4th highest hour or 8th highest hour volumes are known, these can be entered directly into the appropriate cells beneath the factor

TRAFFIC SIGNAL WARRANTS
EIGHT-HOUR VEHICULAR VOLUME (MUTCD Warrant 1)

Major Street: City Terrace Dr Minor Street: I-10 EB off-ramp/Bonnie Beach Scenario: Ex PM Peak (2005) Urban/Rural: u (U=urban, R=rural or high speed [c])									
MINIMUM VEHICULAR VOLUME (MUTCD Condition A) Number of Lanes on Each Approach Major Street: 2.5 Minor Street: 1.5 Vehicles Per Hour (8th Highest Hour) Major Street (Approach 1): 308 Major Street (Approach 2): 292 Major Street Left Turn (see note [d]): 0 Minor Street (Higher Volume App.): 223				Minimum Requirements					
				Number of Lanes for Moving Traffic on Each Approach		Vehicles Per Hour (eighth highest hour) on Major Street (Total of Both Approaches)			Vehicles Per Hour (eighth highest hour) on Higher-Volume Minor Street Approach (1 Direction Only)
		Major Street	Minor Street	100% [a]	80% [b]	70% [c]	100% [a]	80% [b]	70% [c]
		1	1	500	400	350	150	120	105
		>=2	1	600	480	420	150	120	105
		>=2	>=2	600	480	420	200	160	140
		1	>=2	500	400	350	200	160	140
MINIMUM VEHICULAR VOLUME SATISFIED?		YES		Minimum Required Test Amount	600	480	#N/A	200	160
					600	600	#N/A	223	223
INTERRUPTION OF CONTINUOUS TRAFFIC (MUTCD Condition B) Number of Lanes on Each Approach Major Street: 2.5 Minor Street: 1.5 Vehicles Per Hour (8th Highest Hour) Major Street (Approach 1): 308 Major Street (Approach 2): 292 Major Street Left Turn (see note [d]): 0 Minor Street (Higher Volume App.): 223				Minimum Requirements					
				Number of Lanes for Moving Traffic on Each Approach		Vehicles Per Hour (eighth highest hour) on Major Street (Total of Both Approaches)			Vehicles Per Hour (eighth highest hour) on Higher-Volume Minor Street Approach (1 Direction Only)
		Major Street	Minor Street	100% [a]	80% [b]	70% [c]	100% [a]	80% [b]	70% [c]
		1	1	750	600	525	75	60	53
		>=2	1	900	720	630	75	60	53
		>=2	>=2	900	720	630	100	80	70
		1	>=2	750	600	525	100	80	70
INTERRUPT. OF CONT. TRAFFIC SATISFIED?		NO		Minimum Required Test Amount	900	720	#N/A	100	80
					600	600	#N/A	223	223
80% COMBINATION No one warrant satisfied but following warrants fulfilled 80% or more: Condition A 80% Fulfilled? YES Condition B 80% Fulfilled? NO 80% COMBINATION SATISFIED? NO				Minimum Requirements: Conditions A and B Both 80% Fulfilled					

Notes:

- Basic minimum hourly volume (eighth highest hour).
- Used for combination of Conditions A and B.
- May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

TRAFFIC SIGNAL WARRANTS
FOUR HOUR VEHICULAR VOLUME (MUTCD Warrant 2)
PEAK HOUR VEHICULAR VOLUME (MUTCD Warrant 3)

Major Street: City Terrace Dr			
Minor Street: I-10 EB off-ramp/Bonnie Beach			
Scenario: Ex PM Peak (2005)			
Urban/Rural: u (U=urban, R=rural [a])			
FOUR HOUR VOLUME (MUTCD Warrant 2)			
Number of Lanes on Each Approach			
Major Street:	2.5		
Minor Street:	1.5		
Vehicles Per Hour (4th Highest Hour)			
Major Street (Approach 1):	436	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>413</u>	Minor Street (Higher Volume App.):	<u>316</u>
Major Street Total (Both Approaches):	849	Minor Street Total:	316
Minimum Volume on Major Street to Satisfy Warrant (see note [c]):	470	Minimum Volume on Minor Street to Satisfy Warrant (see note [c]):	250
FOUR HOUR VOLUME WARRANT SATISFIED?		YES	
PEAK HOUR VOLUME (MUTCD Warrant 3)			
Number of Lanes on Each Approach			
Major Street:	2.5		
Minor Street:	1.5		
Vehicles Per Hour (Peak Hour)			
Major Street (Approach 1):	513	Major Street Left Turn (see note [b]):	0
Major Street (Approach 2):	<u>486</u>	Minor Street (Higher Volume App.):	<u>372</u>
Major Street Total (Both Approaches):	999	Minor Street Total:	372
Minimum Volume on Major Street to Satisfy Warrant (see note [d]):	620	Minimum Volume on Minor Street to Satisfy Warrant (see note [d]):	370
PEAK HOUR VOLUME WARRANT SATISFIED?		YES	

Notes:

- May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.
- From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-1.
- From: USDOT, FHWA, "Manual on Uniform Traffic Control Devices," 2001, Figure 4C-3.

Adopted from: U.S. Department of Transportation, Federal Highway Administration, Manual on Uniform Traffic Control Devices, 2003 Edition.

TRAFFIC SIGNAL WARRANT:

(Based on Estimated Average Daily Traffic - see note [a])

Major Street: City Terrace Dr Minor Street: I-10 EB off-ramp/Bonnie Beach Scenario: Ex PM Peak (2005) Urban/Rural: u (U=urban, R=rural [b])									
WARRANT 1 - MINIMUM VEHICULAR VOLUME				Minimum Requirements					
				Number of Lanes for Moving Traffic on Each Approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (1 Direction Only)	
Number of Lanes on Each Approach Major Street: #N/A Minor Street: #N/A Vehicles Per Day Major Street (Approach 1): #N/A Major Street (Approach 2): #N/A Major Street Left Turn (see note [c]): #N/A Minor Street (Higher Volume App.): #N/A				Major Street	Minor Street	Urban	Rural [b]	Urban	Rural [b]
				1	1	8,000	5,600	2,400	1,680
				>=2	1	9,600	6,720	2,400	1,680
				>=2	>=2	9,600	6,720	3,200	2,240
				1	>=2	8,000	5,600	3,200	2,240
MINIMUM VEHICULAR VOLUME SATISFIED? #N/A				Minimum Required Test Amount		#N/A	#N/A	#N/A	#N/A
WARRANT 2 - INTERRUPTION OF CONTINUOUS TRAFFIC				Minimum Requirements					
				Number of Lanes for Moving Traffic on Each Approach		Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (1 Direction Only)	
Number of Lanes on Each Approach Major Street: #N/A Minor Street: #N/A Vehicles Per Day Major Street (Approach 1): #N/A Major Street (Approach 2): #N/A Major Street Left Turn (see note [c]): #N/A Minor Street (Higher Volume App.): #N/A				Major Street	Minor Street	Urban	Rural [b]	Urban	Rural [b]
				1	1	12,000	8,400	1,200	850
				>=2	1	14,400	10,080	1,200	850
				>=2	>=2	14,400	10,080	1,600	1,120
				1	>=2	12,000	8,400	1,600	1,120
INTERRUPT. OF CONT. TRAFFIC SATISFIED? #N/A				Minimum Required Test Amount		#N/A	#N/A	#N/A	#N/A
WARRANT 3 - COMBINATION									
No one warrant satisfied but following warrants fulfilled 80% or more:									
Warrant 1 80% Fulfilled? #N/A									
Warrant 2 80% Fulfilled? #N/A									
80% COMBINATION SATISFIED? #N/A				Minimum Requirements: Warrants 1 and 2 Both 80% Fulfilled					

Notes:

- To be used only for new intersections or other locations where actual traffic volumes cannot be counted.
- May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.
- Heavier left-turn movement from the major street may be included with minor street volume if a separate signal phase is proposed for left-turn movements.

Adopted from: Caltrans, "Traffic Manual," 1992, page 9-9.

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street: City Terrace Dr
Minor Street: I-10 EB off-ramp/Bonnie Beach
Scenario: Ex PM Peak (2005)

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1			
Minimum Vehicular Volume	1A	YES	YES	8th Highest Hour
Interruption of Continuous Traffic	1B	YES	NO	8th Highest Hour
80% Combination	1C	YES	NO	8th Highest Hour
Four Hour Volume	2	YES	YES	4th Highest Hour
Peak Hour Volume	3	YES	YES	Peak Hour

DRAFT

**TRAFFIC STUDY
FOR THE
WHITESIDE REDEVELOPMENT
LOS ANGELES COUNTY, CALIFORNIA
APPENDICES D AND E**

MAY 2006

PREPARED FOR
LOS ANGELES COUNTY
COMMUNITY DEVELOPMENT COMMISSION
AND
RINCON CONSULTANTS, INC.

PREPARED BY

KAKU ASSOCIATES
A Corporation

DRAFT

**TRAFFIC STUDY
FOR THE
WHITESIDE REDEVELOPMENT
LOS ANGELES COUNTY, CALIFORNIA
APPENDICES D AND E**

May 2006

Prepared for:

**LOS ANGELES COUNTY COMMUNITY DEVELOPMENT COMMISSION
and
RINCON CONSULTANTS, INC.**

Prepared by:

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Santa Monica, California 90401
(310) 458-9916

Ref: 1943

APPENDIX D

INTERSECTION LEVEL OF SERVICE WORKSHEETS

Existing (2005)

Project Title:		WHITESIDE REDEVELOPMENT PROJECT					
Intersection:		HERBERT AV & MEDFORD ST					
Description:		EXISTING CONDITIONS					
Date/Time:		AM PEAK HOUR (7:30-8:30)					
Thru Lane:		1600 vph			N-S Split Phase :		N
Left Lane:		1600 vph			E-W Split Phase :		N
Double Lt Penalty:		20 %			Lost Time (% of cycle) :		10
ITS:		0 %			V/C Round Off (decs.) :		3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.216 *
	TH	0.78	93	1,250	0.074	N-S(2):	0.074
	LT	1.22	145	1,560	0.093 *	E-W(1):	0.246 *
Westbound	RT	1.00	296	1,600	0.111	E-W(2):	0.111
	TH	0.00	0	0	0.000	V/C:	0.462
	LT	1.00	393	1,600	0.246 *	Lost Time:	0.100
Northbound	RT	1.00	162	1,600	0.000	ICU:	0.562
	TH	1.00	196	1,600	0.123 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS:	A
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Date/Time:		PM PEAK HOUR (7:30-8:30)					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.178 *
	TH	0.75	124	1,206	0.103	N-S(2):	0.103
	LT	1.25	205	1,595	0.129 *	E-W(1):	0.111 *
Westbound	RT	1.00	142	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000	V/C:	0.289
	LT	1.00	177	1,600	0.111 *	Lost Time:	0.100
Northbound	RT	1.00	163	1,600	0.000	ICU:	0.389
	TH	1.00	79	1,600	0.049 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	LOS:	A
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		

* - Denotes critical movement

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: E[35.0]

```

*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      0 1 0 1 0      0 1 0 1 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|

```

Volume Module:

```

Base Vol:      93 365 71 7 435 6 9 36 175 51 6 6
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 93 365 71 7 435 6 9 36 175 51 6 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 93 365 71 7 435 6 9 36 175 51 6 6
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 93 365 71 7 435 6 9 36 175 51 6 6
-----|-----|-----|-----|

```

Critical Gap Module:

```

Critical Gp: 4.1 xxxx xxxxx 4.1 xxxx xxxxx 7.5 6.5 6.9 7.5 6.5 6.9
FollowUpTim: 2.2 xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
-----|-----|-----|-----|

```

Capacity Module:

```

Cnflct Vol: 441 xxxx xxxxx 436 xxxx xxxxx 824 1074 221 836 1042 218
Potent Cap.: 1130 xxxx xxxxx 1134 xxxx xxxxx 269 222 790 263 232 792
Move Cap.: 1130 xxxx xxxxx 1134 xxxx xxxxx 242 200 790 164 209 792
Volume/Cap: 0.08 xxxx xxxxx 0.01 xxxx xxxxx 0.04 0.18 0.22 0.31 0.03 0.01
-----|-----|-----|-----|

```

Level Of Service Module:

```

Queue: 0.3 xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del: 8.5 xxxx xxxxx 8.2 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: A * * A * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 502 xxxxx xxxx 181 xxxxx
ShredQueue: 0.3 xxxx xxxxx 0.0 xxxx xxxxx xxxxx 2.2 xxxxx xxxxx 1.5 xxxxx
Shrd StpDel: 8.5 xxxx xxxxx 8.2 xxxx xxxxx xxxxx 17.7 xxxxx xxxxx 35.0 xxxxx
Shared LOS: A * * A * * * C * * E *
ApproachDel: xxxxxx xxxxxx 17.7 35.0
ApproachLOS: * * C E

```

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: C[24.4]

```

*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      0 1 0 1 0      0 1 0 1 0      0 0 1! 0 0      0 0 1! 0 0
-----|-----|-----|-----|

```

Volume Module:

```

Base Vol:      117 270 51 4 298 13 16 29 102 55 24 10
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    117 270 51 4 298 13 16 29 102 55 24 10
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    117 270 51 4 298 13 16 29 102 55 24 10
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.:    117 270 51 4 298 13 16 29 102 55 24 10
-----|-----|-----|-----|

```

Critical Gap Module:

```

Critical Gp:    4.1 xxxx xxxxx 4.1 xxxx xxxxx 7.5 6.5 6.9 7.5 6.5 6.9
FollowUpTim:    2.2 xxxx xxxxx 2.2 xxxx xxxxx 3.5 4.0 3.3 3.5 4.0 3.3
-----|-----|-----|-----|

```

Capacity Module:

```

Cnflct Vol:    311 xxxx xxxxx 321 xxxx xxxxx 694 868 156 701 849 161
Potent Cap.:    1261 xxxx xxxxx 1250 xxxx xxxxx 333 293 869 329 300 862
Move Cap.:      1261 xxxx xxxxx 1250 xxxx xxxxx 283 262 869 245 269 862
Volume/Cap:    0.09 xxxx xxxxx 0.00 xxxx xxxxx 0.06 0.11 0.12 0.22 0.09 0.01
-----|-----|-----|-----|

```

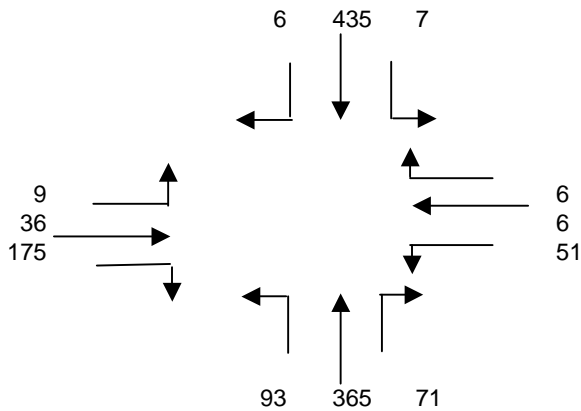
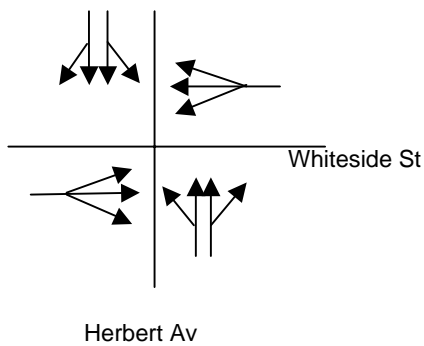
Level Of Service Module:

```

Queue:          0.3 xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del:    8.1 xxxx xxxxx 7.9 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move:    A * * A * * * * * * * * * *
Movement:      LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.:    xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx 516 xxxxx xxxx 273 xxxxx
SharedQueue:    0.3 xxxx xxxxx 0.0 xxxx xxxxx xxxxx 1.2 xxxxx xxxxx 1.4 xxxxx
Shrd StpDel:    8.1 xxxx xxxxx 7.9 xxxx xxxxx xxxxx 14.7 xxxxx xxxxx 24.4 xxxxx
Shared LOS:     A * * A * * * B * * C *
ApproachDel:    xxxxxx xxxxxx 14.7 24.4
ApproachLOS:    * * B C

```

INT #2 - Herbert Av & Whiteside St
Existing
AM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE

442

TVE = 2.0

NB Equivalent = NBL(TVE) + NBT + NBR

622

SB: NBT + NBL = TVE

458

TVE = 2.0

SB Equivalent = SBL(TVE) + SBT + SBR

455

$$\text{LOS} = \frac{\text{NBE} + \text{SBL}}{1600}$$

0.393

$$\text{LOS} = \frac{\text{NBL} + \text{SBE}}{1600}$$

0.343

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.657

EB: WBT + WBL = TVE

57

TVE = 1.1

EB Equivalent = EBL(TVE) + EBT + EBR

221

WB: EBT + EBL = TVE

45

TVE = 1.1

WB Equivalent = WBL(TVE) + WBT + WBR

68

* due to shared LTR:

$$\text{EBL} = \text{EBL} - \text{WBL} \quad -42 \quad \mathbf{0}$$

$$\text{WBL} = \text{WBL} - \text{EBL} \quad 42 \quad \mathbf{42}$$

if less than 0, use 0

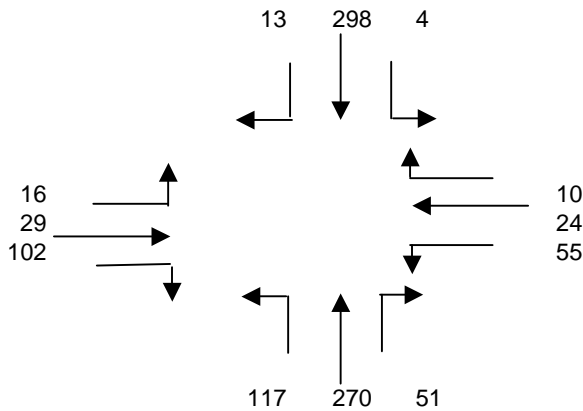
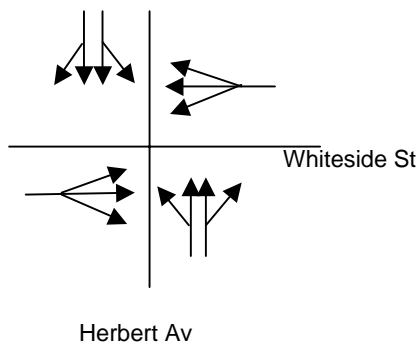
$$\text{LOS} = \frac{\text{EBE} + \text{WBL}}{1600}$$

0.164

$$\text{LOS} = \frac{\text{EBL} + \text{WBE}}{1600}$$

0.043

INT #2 - Herbert Av & Whiteside St
Existing
PM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE

302

TVE = 2.0

NB Equivalent = NBL(TVE) + NBT + NBR

555

SB: NBT + NBL = TVE

387

TVE = 2.0

SB Equivalent = SBL(TVE) + SBT + SBR

319

$$\text{LOS} = \frac{\text{NBE} + \text{SBL}}{1600}$$

0.349

$$\text{LOS} = \frac{\text{NBL} + \text{SBE}}{1600}$$

0.273

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.567

EB: WBT + WBL = TVE

79

TVE = 1.1

EB Equivalent = EBL(TVE) + EBT + EBR

149

WB: EBT + EBL = TVE

45

TVE = 1.1

WB Equivalent = WBL(TVE) + WBT + WBR

95

* due to shared LTR:

$$\text{EBL} = \text{EBL} - \text{WBL} \quad -39 \quad \mathbf{0}$$

$$\text{WBL} = \text{WBL} - \text{EBL} \quad 39 \quad \mathbf{39}$$

if less than 0, use 0

$$\text{LOS} = \frac{\text{EBE} + \text{WBL}}{1600}$$

0.117

$$\text{LOS} = \frac{\text{EBL} + \text{WBE}}{1600}$$

0.059

Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		HERBERT AV & CITY TERRACE DR				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	264	1,600	0.000	N-S(1): 0.072 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	185	2,560	0.072 *	E-W(1): 0.110
Westbound	RT	1.00	500	1,600	0.255 *	E-W(2): 0.456 *
	TH	2.00	499	3,200	0.156	
	LT	0.00	0	0	0.000	V/C: 0.528
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.628
	TH	2.00	353	3,200	0.110	
	LT	1.00	321	1,600	0.201 *	LOS: B
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	211	1,600	0.003	N-S(1): 0.050 *
	TH	0.00	0	0	0.000	N-S(2): 0.003
	LT	2.00	127	2,560	0.050 *	E-W(1): 0.119
Westbound	RT	1.00	393	1,600	0.206 *	E-W(2): 0.335 *
	TH	2.00	352	3,200	0.110	
	LT	0.00	0	0	0.000	V/C: 0.385
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.485
	TH	2.00	382	3,200	0.119	
	LT	1.00	207	1,600	0.129 *	LOS: A

* - Denotes critical movement

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: C[23.1]

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled										
Rights:	Include			Include			Include			Include										
Lanes:	0	0	1	0	0	0	1	0	0	1	0	0	1	1	0	1	0	2	0	0

Volume Module:

Base Vol:	14	0	15	83	2	198	0	501	6	6	809	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	15	83	2	198	0	501	6	6	809	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	15	83	2	198	0	501	6	6	809	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	14	0	15	83	2	198	0	501	6	6	809	0

Critical Gap Module:

Critical Gp:	7.5	xxxx	6.9	7.5	6.5	6.9	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	922	xxxx	254	1071	1328	405	xxxx	xxxx	xxxxx	507	xxxx	xxxxx
Potent Cap.:	228	xxxx	752	178	157	601	xxxx	xxxx	xxxxx	1068	xxxx	xxxxx
Move Cap.:	151	xxxx	752	173	156	601	xxxx	xxxx	xxxxx	1068	xxxx	xxxxx
Volume/Cap:	0.09	xxxx	0.02	0.48	0.01	0.33	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.4	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.9	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	B	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	257	xxxxx	173	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.4	xxxxx	2.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	20.8	xxxxx	44.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	C	*	E	*	*	*	*	*	*	*	*			
ApproachDel:	20.8			23.1			xxxxxxx			xxxxxxx					
ApproachLOS:	C			C			*			*					

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: C[21.0]

```

*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign      Stop Sign      Uncontrolled    Uncontrolled
Rights:         Include      Include      Include      Include
Lanes:          0 0 1! 0 0      0 1 0 0 1      0 0 1 1 0      1 0 2 0 0
-----|-----|-----|-----|-----|

```

Volume Module:

```

Base Vol:      10    0    9    151    12    209    0 480    6    12 501    0
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    10    0    9    151    12    209    0 480    6    12 501    0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     10    0    9    151    12    209    0 480    6    12 501    0
Reduct Vol:     0    0    0    0    0    0    0 0    0    0 0    0
Final Vol.:    10    0    9    151    12    209    0 480    6    12 501    0
-----|-----|-----|-----|-----|

```

Critical Gap Module:

```

Critical Gp:    7.5 xxxx    6.9    7.5 6.5    6.9 xxxxx xxxxx xxxxx    4.1 xxxx xxxxx
FollowUpTim:    3.5 xxxx    3.3    3.5 4.0    3.3 xxxxx xxxxx xxxxx    2.2 xxxx xxxxx
-----|-----|-----|-----|-----|

```

Capacity Module:

```

Cnflct Vol:    764 xxxx    243    765 1011    251 xxxxx xxxxx xxxxx    486 xxxx xxxxx
Potent Cap.:    297 xxxx    764    296 241    755 xxxxx xxxxx xxxxx    1087 xxxx xxxxx
Move Cap.:      205 xxxx    764    290 239    755 xxxxx xxxxx xxxxx    1087 xxxx xxxxx
Volume/Cap:    0.05 xxxx    0.01 0.52 0.05 0.28 xxxxx xxxxx xxxxx    0.01 xxxx xxxxx
-----|-----|-----|-----|-----|

```

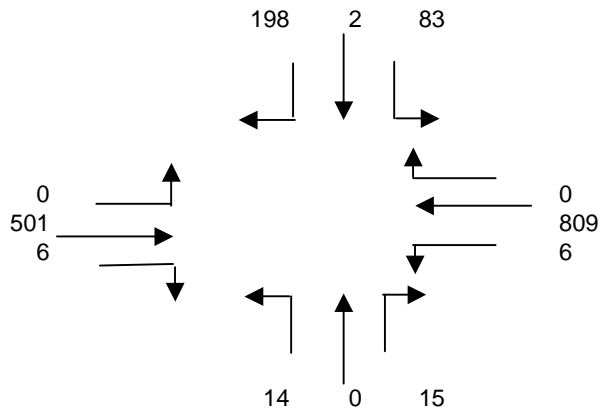
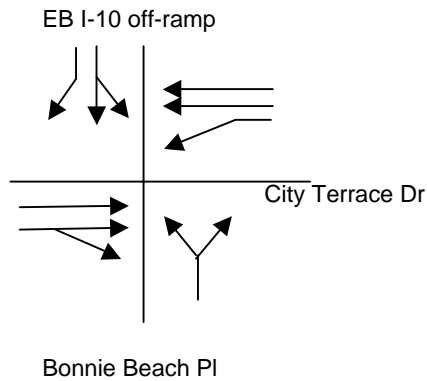
Level Of Service Module:

```

Queue:          xxxxx xxxx xxxxx xxxxx xxxxx 1.1 xxxxx xxxxx xxxxx 0.0 xxxx xxxxx
Stopped Del:xxxx xxxxx xxxxx xxxxx xxxxx 11.6 xxxxx xxxxx xxxxx 8.3 xxxx xxxxx
LOS by Move:    *    *    *    *    *    B    *    *    *    A    *    *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:    xxxx 314 xxxxx 286 xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxx 0.2 xxxxx 3.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel:xxxx 17.2 xxxxx 33.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    C    *    D    *    *    *    *    *    *    *    *
ApproachDel:    17.2          21.0          xxxxxx          xxxxxx
ApproachLOS:     C          C          *          *

```

INT #4 - Bonnie Beach PI/EB I-10 off-ramp & City Terrace Dr
Existing
AM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE

85

TVE = 1.1

NB Equivalent = NBL(TVE) + NBT + NBR

30.4

SB: NBT + NBL = TVE

14

TVE = 1.1

SB Equivalent = SBL(TVE) + SBT + SBR

291

EB: WBT + WBL = TVE

815

TVE = 1.0

EB Equivalent = EBL(TVE) + EBT + EBR

507

WB: EBT + EBL = TVE

501

TVE = 1.0

WB Equivalent = WBL(TVE) + WBT + WBR

815

* due to shared LR:

NBL = NBL - SBL

-69 0

if less than 0, use 0

$$\text{LOS} = \frac{\text{NBE} + \text{SBL}}{1600}$$

0.071

$$\text{LOS} = \frac{\text{NBL} + \text{SBE}}{1600}$$

0.182

$$\text{LOS} = \frac{\text{EBE} + \text{WBL}}{1600}$$

0.321

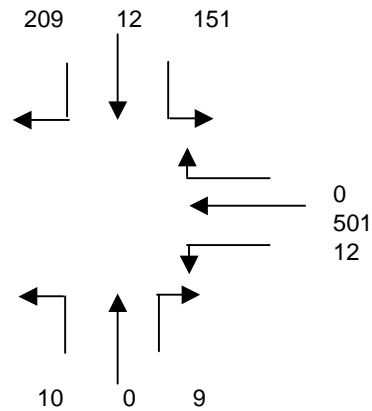
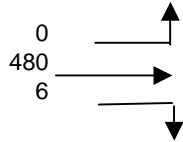
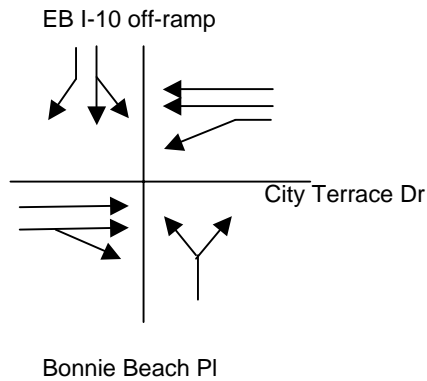
$$\text{LOS} = \frac{\text{EBL} + \text{WBE}}{1600}$$

0.509

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.791

INT #4 - Bonnie Beach PI/EB I-10 off-ramp & City Terrace Dr
Existing
PM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE

163

TVE = 1.1

NB Equivalent = NBL(TVE) + NBT + NBR

20

SB: NBT + NBL = TVE

10

TVE = 1.1

SB Equivalent = SBL(TVE) + SBT + SBR

387

* due to shared LR:

NBL = NBL - SBL

-141 0

if less than 0, use 0

$$\text{LOS} = \frac{\text{NBE} + \text{SBL}}{1600}$$

0.107

$$\text{LOS} = \frac{\text{NBL} + \text{SBE}}{1600}$$

0.242

EB: WBT + WBL = TVE

513

TVE = 1.0

EB Equivalent = EBL(TVE) + EBT + EBR

486

WB: EBT + EBL = TVE

480

TVE = 1.0

WB Equivalent = WBL(TVE) + WBT + WBR

513

$$\text{LOS} = \frac{\text{EBE} + \text{WBL}}{1600}$$

0.311

$$\text{LOS} = \frac{\text{EBL} + \text{WBE}}{1600}$$

0.321

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.663

































INTERSECTION DATA SUMMARY SHEET

N/S: **Worth St/Boca Dr** W/E: **Valley Bl** I/S No: **5**

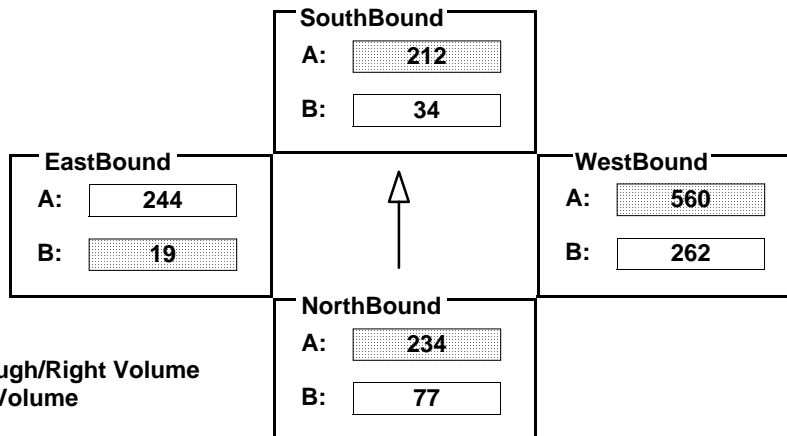
AM/PM: **AM** Comments: **Existing Conditions**

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND																						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT																				
EXISTING	77	70	87	34	161	17	262	1615	64	19	504	229																				
AMBIENT																																
RELATED																																
PROJECT																																
TOTAL	77	70	87	34	161	17	262	1615	64	19	504	229																				
LANE	       	0	0	0	1	0	0	0	       	0	0	0	1	0	0	0	       	1	0	2	0	1	0	0	       	1	0	2	0	1	0	0
SIGNAL	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR																					
	Split		Auto		Split		Auto		Perm		Auto																					

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{234 + 212 + 560 + 19}{*1425} = 0.649$$

LOS = B





























INTERSECTION DATA SUMMARY SHEET

N/S: **Worth St/Boca Dr** W/E: **Valley Bl** I/S No: **5**

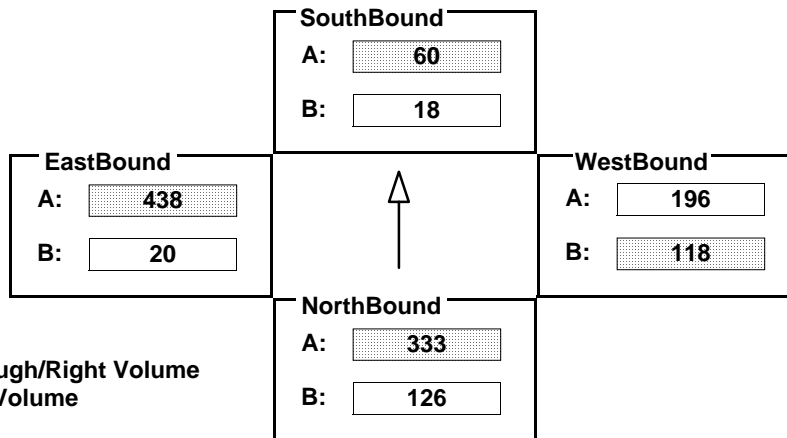
AM/PM: **PM** Comments: **Existing Conditions**

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND																						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT																				
EXISTING	126	25	182	18	32	10	118	570	19	20	1105	210																				
AMBIENT																																
RELATED																																
PROJECT																																
TOTAL	126	25	182	18	32	10	118	570	19	20	1105	210																				
LANE	      	0	0	0	1	0	0	0	      	0	0	0	1	0	0	0	      	1	0	2	0	1	0	0	      	1	0	2	0	1	0	0
SIGNAL	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR																					
	Split		Auto		Split		Auto		Perm		Auto																					

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{333 + 60 + 118 + 438}{*1425} = 0.596$$

LOS = A

Project Title:		WHITESIDE REDEVELOPMENT PROJECT					
Intersection:		EASTERN AV & MEDFORD ST					
Description:		EXISTING CONDITIONS					
Date/Time:		AM PEAK HOUR (7:30-8:30)					
Thru Lane:	1600 vph			N-S Split Phase :	N		
Left Lane:	1600 vph			E-W Split Phase :	N		
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10		
ITS:	0 %			V/C Round Off (decs.) :	3		
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	5	1,600	0.000	N-S(1):	0.217
	TH	2.00	685	3,200	0.214 *	N-S(2):	0.406 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.019 *
	TH	0.00	0	0	0.000 *	V/C: 0.425	
	LT	0.00	0	0	0.000	Lost Time: 0.100	
Northbound	RT	0.00	0	0	0.000		
	TH	1.00	347	1,600	0.217		
	LT	1.00	307	1,600	0.192 *		
Eastbound	RT	2.00	192	3,200	0.000	ICU:	0.525
	TH	0.00	0	0	0.000		
	LT	1.00	31	1,600	0.019 *	LOS:	A
Date/Time:		PM PEAK HOUR (7:30-8:30)					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	3	1,600	0.000	N-S(1):	0.329 *
	TH	2.00	427	3,200	0.133	N-S(2):	0.202
	LT	0.00	0	0	0.000 *	E-W(1):	0.035 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.026
	TH	0.00	0	0	0.000	V/C: 0.364	
	LT	0.00	0	0	0.000 *	Lost Time: 0.100	
Northbound	RT	0.00	0	0	0.000		
	TH	1.00	526	1,600	0.329 *		
	LT	1.00	110	1,600	0.069		
Eastbound	RT	2.00	222	3,200	0.035 *	ICU:	0.464
	TH	0.00	0	0	0.000		
	LT	1.00	42	1,600	0.026	LOS:	A

* - Denotes critical movement

































INTERSECTION DATA SUMMARY SHEET

N/S: Paseo Rancho Castillo/Eastern W/E: Eastern Av/State University Dr I/S No: 7

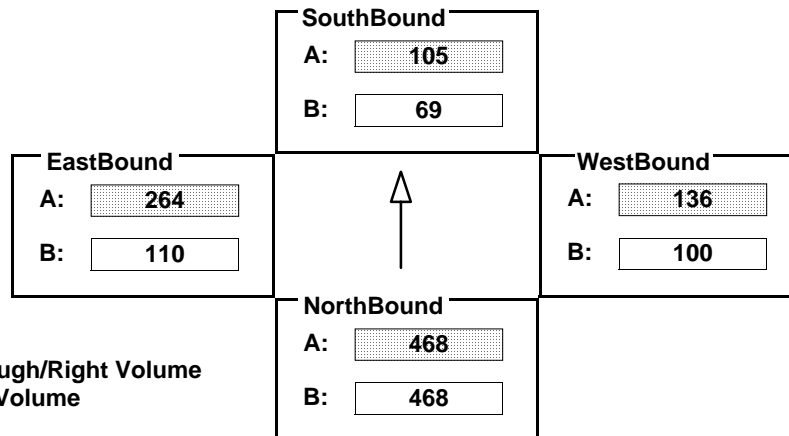
AM/PM: AM Comments: Existing Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	676	640	87	69	105	36	100	178	93	110	99	906
AMBIENT												
RELATED												
PROJECT												
TOTAL	676	640	87	69	105	36	100	178	93	110	99	906
LANE	       			       			       			       		
	1	1	0	0	1	0	0	0	1	1	0	0
SIGNAL	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
	Split		Auto		Split		Auto		Split		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
*** = ATSAC Benefit**

<u>V/C RATIO</u>	<u>LOS</u>
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = $A(N/B)$ + $A(S/B)$

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{468 + 105 + 136 + 264}{1375} = 0.708 \quad \text{LOS} = \text{C}$$

































INTERSECTION DATA SUMMARY SHEET

N/S:	Paseo Rancho Castillo/Eastern	W/E:	Eastern Av/State University Dr	I/S No:	7
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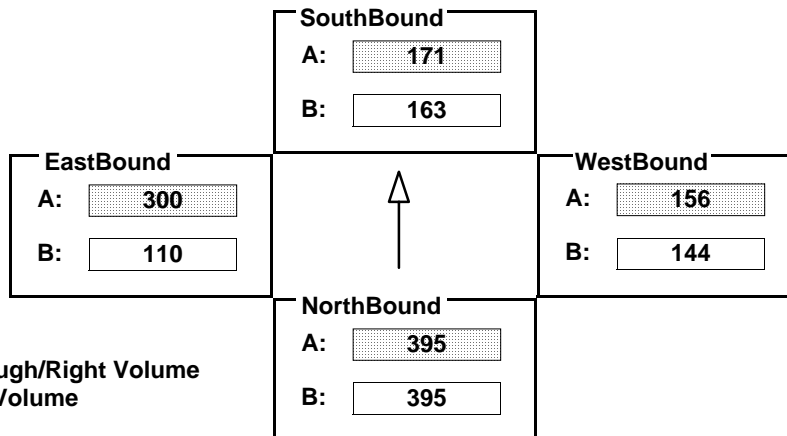
AM/PM: PM	Comments: Existing Conditions
------------------	--------------------------------------

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND														
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT												
EXISTING	628	478	79	163	171	74	144	206	106	110	99	906												
AMBIENT																								
RELATED																								
PROJECT																								
TOTAL	628	478	79	163	171	74	144	206	106	110	99	906												
LANE	       			       			       			       														
	1	1	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	1	0	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR									
SIGNAL	Split		Auto		Split		Auto		Split		Auto		Split		Auto									

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
*** = ATSAC Benefit**

<u>V/C RATIO</u>	<u>LOS</u>
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = $A(N/B)$ + $A(S/B)$

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{395 + 171 + 156 + 300}{1375} = 0.743 \quad \text{LOS} = \text{C}$$

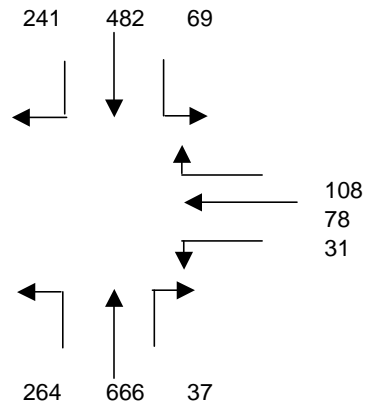
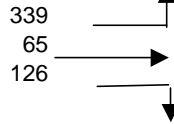
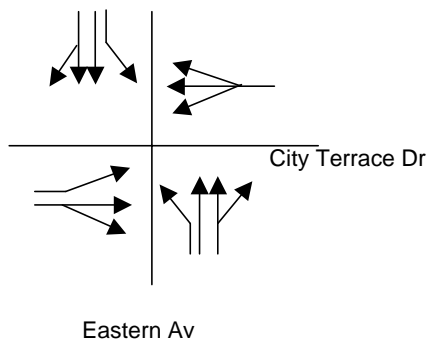
Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		EASTERN AV & EB I-10 ON-RAMP				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.400 * N-S(2): 0.293 E-W(1): 0.000 * E-W(2): 0.000 *
	TH	2.00	936	3,200	0.293	
	LT	2.00	199	2,560	0.078 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.400 Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	221	0	0.000	ICU: 0.500
	TH	3.00	1,324	4,800	0.322 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.428 * N-S(2): 0.262 E-W(1): 0.000 * E-W(2): 0.000 *
	TH	2.00	839	3,200	0.262	
	LT	2.00	247	2,560	0.096 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.428 Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	202	0	0.000	ICU: 0.528
	TH	3.00	1,393	4,800	0.332 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	

* - Denotes critical movement

Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		EASTERN AV & RAMONA BL/I-10 EB OFF-RAMP/I-10 & 1-710 NB & SB ON-RAMP				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	291	0	0.000	N-S(1): 0.280 *
	TH	2.00	437	3,200	0.228	N-S(2): 0.255
	LT	1.00	181	1,600	0.113 *	E-W(1): 0.248
Westbound	RT	1.00	214	1,600	0.021 *	E-W(2): 0.379 *
	TH	1.00	13	1,600	0.008	
	LT	1.00	164	1,600	0.103	V/C: 0.659
Northbound	RT	1.00	190	1,600	0.016	Lost Time: 0.100
	TH	3.00	800	4,800	0.167 *	
	LT	1.00	43	1,600	0.027	
Eastbound	RT	0.00	124	0	0.000	ICU: 0.759
	TH	2.00	339	3,200	0.145	
	LT	1.00	573	1,600	0.358 *	LOS: C
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	228	0	0.000	N-S(1): 0.276 *
	TH	2.00	416	3,200	0.201	N-S(2): 0.223
	LT	1.00	188	1,600	0.118 *	E-W(1): 0.209
Westbound	RT	1.00	297	1,600	0.068 *	E-W(2): 0.431 *
	TH	1.00	13	1,600	0.008	
	LT	1.00	155	1,600	0.097	V/C: 0.707
Northbound	RT	1.00	235	1,600	0.050	Lost Time: 0.100
	TH	3.00	758	4,800	0.158 *	
	LT	1.00	35	1,600	0.022	
Eastbound	RT	0.00	143	0	0.000	ICU: 0.807
	TH	2.00	215	3,200	0.112	
	LT	1.00	581	1,600	0.363 *	LOS: D

* - Denotes critical movement

INT #10 - Eastern Av & City Terrace Dr
Existing
AM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE
551
TVE = 1.0
NB Equivalent = NBT + NBR
703

SB: NBT + NBL = TVE
930
TVE = 1.0
SB Equivalent = SBT + SBR
723

LOS = $\frac{NBE + SBL}{1600}$
LOS = $\frac{NBL + SBE}{1600}$

0.483
0.617

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100
1.048

EB: WBT + WBL = TVE
109
TVE = 1.0
EB Equivalent = EBL(TVE) + EBT + EBR
530

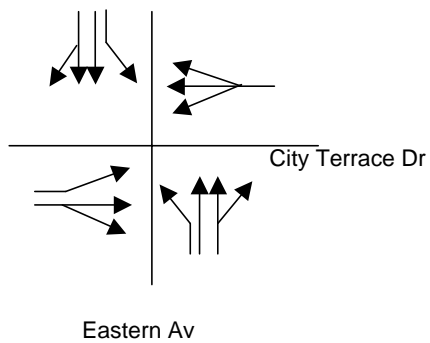
WB: EBT + EBL = TVE
404
TVE = 2.0
WB Equivalent = WBL(TVE) + WBT + WBR
248

* due to shared LTR:
WBL = WBL - EBL -308 **0**
if less than 0, use 0

LOS = $\frac{EBE + WBL}{1600}$
LOS = $\frac{EBL + WBE}{1600}$

0.331
0.155

INT #10 - Eastern Av & City Terrace Dr
Existing
PM



316
27
252

244 429 54
245 684 20
51
31
25

Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE
483
TVE = 1.0
NB Equivalent = NBT + NBR
704

SB: NBT + NBL = TVE
929
TVE = 1.0
SB Equivalent = SBT + SBR
673

LOS = $\frac{NBE + SBL}{1600}$
LOS = $\frac{NBL + SBE}{1600}$

0.474

0.574

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.946

EB: WBT + WBL = TVE
56
TVE = 1.0
EB Equivalent = EBL(TVE) + EBT + EBR
595

WB: EBT + EBL = TVE
343
TVE = 2.0
WB Equivalent = WBL(TVE) + WBT + WBR
132

* due to shared LTR:

WBL = WBL - EBL -291
if less than 0, use 0

0

LOS = $\frac{EBE + WBL}{1600}$
LOS = $\frac{EBL + WBE}{1600}$

0.372

0.083

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

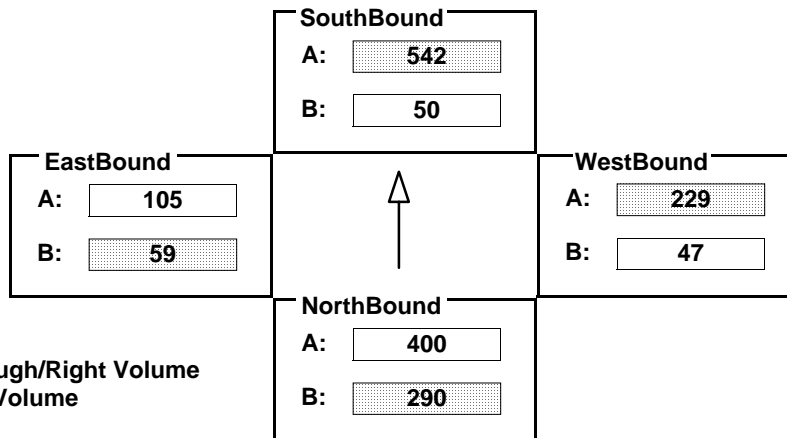
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND							SOUTHBOUND							WESTBOUND							EASTBOUND						
	LT		TH		RT			LT		TH		RT			LT		TH		RT			LT		TH		RT		
EXISTING	290		772		27			50		1084		481			47		107		75			59		55		105		
AMBIENT																												
RELATED																												
PROJECT																												
TOTAL	290		772		27			50		1084		481			47		107		75			59		55		105		
LANE																												
	Phasing		RTOR					Phasing		RTOR					Phasing		RTOR					Phasing		RTOR				
SIGNAL	Perm		Auto					Perm		Auto					Perm		Auto					Perm		Auto				

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{290 + 542 + 229 + 59}{*1500} = 0.677$$

LOS = B













INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

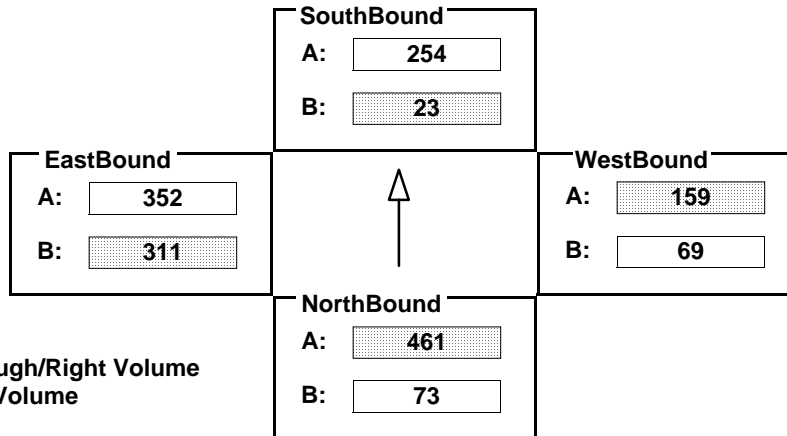
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND						SOUTHBOUND						WESTBOUND						EASTBOUND					
	LT		TH		RT		LT		TH		RT		LT		TH		RT		LT		TH		RT	
EXISTING	73		885		37		23		508		52		69		46		44		311		73		352	
AMBIENT																								
RELATED																								
PROJECT																								
TOTAL	73		885		37		23		508		52		69		46		44		311		73		352	
LANE																								
	1	0	1	0	1	0	0	1	0	2	0	0	1	0	0	0	0	0	1	0	1	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR					
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto					

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{461 + 23 + 159 + 311}{*1500} = 0.566 \quad \text{LOS} = A$$

Existing plus Ambient Growth (2030)

Project Title:		WHITESIDE REDEVELPOMENT PROJECT					
Intersection:		HERBERT AV & MEDFORD ST					
Description:		EXISTING PLUS AMBIENT CONDITIONS					
Date/Time:		AM PEAK HOUR (7:30-8:30)					
Thru Lane:	1600 vph			N-S Split Phase :	N		
Left Lane:	1600 vph			E-W Split Phase :	N		
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10		
ITS:	0 %			V/C Round Off (decs.) :	3		
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.257 *
	TH	0.78	111	1,251	0.089	N-S(2):	0.089
	LT	1.22	173	1,559	0.111 *	E-W(1):	0.293 *
Westbound	RT	1.00	353	1,600	0.132	E-W(2):	0.132
	TH	0.00	0	0	0.000		
	LT	1.00	469	1,600	0.293 *	V/C:	0.550
Northbound	RT	1.00	193	1,600	0.000	Lost Time:	0.100
	TH	1.00	234	1,600	0.146 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.650
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B
Date/Time:		PM PEAK HOUR (7:30-8:30)					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.212 *
	TH	0.76	148	1,208	0.123	N-S(2):	0.123
	LT	1.24	244	1,593	0.153 *	E-W(1):	0.132 *
Westbound	RT	1.00	169	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	211	1,600	0.132 *	V/C:	0.344
Northbound	RT	1.00	194	1,600	0.000	Lost Time:	0.100
	TH	1.00	94	1,600	0.059 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.444
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2

Average Delay (sec/veh): 8.4 Worst Case Level Of Service: F[56.0]

```

*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      1 0 1 0 1      1 0 1 1 0      0 0 1! 0 0      0 1 0 0 1
-----|-----|-----|-----|

```

Volume Module:

```

Base Vol:      111 435 85      8 519 7      11 43 209      61 7 7
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    111 435 85      8 519 7      11 43 209      61 7 7
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    111 435 85      8 519 7      11 43 209      61 7 7
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Final Vol.:    111 435 85      8 519 7      11 43 209      61 7 7
-----|-----|-----|-----|

```

Critical Gap Module:

```

Critical Gp:    4.1 xxxx xxxxx      4.1 xxxx xxxxx      7.1 6.5 6.2      7.1 6.5 6.2
FollowUpTim:    2.2 xxxx xxxxx      2.2 xxxx xxxxx      3.5 4.0 3.3      3.5 4.0 3.3
-----|-----|-----|-----|

```

Capacity Module:

```

Cnflct Vol:    526 xxxx xxxxx      520 xxxx xxxxx      1245 1281 263      954 1199 435
Potent Cap.:    1051 xxxx xxxxx      1056 xxxx xxxxx      152 167 781      240 187 625
Move Cap.:      1051 xxxx xxxxx      1056 xxxx xxxxx      133 148 781      125 166 625
Volume/Cap:     0.11 xxxx xxxxx      0.01 xxxx xxxxx      0.08 0.29 0.27      0.49 0.04 0.01
-----|-----|-----|-----|

```

Level Of Service Module:

```

Queue:          0.4 xxxx xxxxx      0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0
Stopped Del:     8.8 xxxx xxxxx      8.4 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.8
LOS by Move:     A * *      A * *      * * *      * * *      B
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.:     xxxx xxxx xxxxx      xxxx xxxx xxxxx      xxxx 411 xxxxx      129 xxxx xxxxx
SharedQueue:     xxxx xxxx xxxxx      xxxx xxxx xxxxx      xxxx 4.3 xxxxx      2.5 xxxx xxxxx
Shrd StpDel:     xxxx xxxx xxxxx      xxxx xxxx xxxxx      xxxx 28.1 xxxxx      60.7 xxxx xxxxx
Shared LOS:      * * *      * * *      * D *      F * *
ApproachDel:     xxxxxx      xxxxxx      28.1      56.0
ApproachLOS:      *      *      D      F

```

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: D[32.8]

```

*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      1 0 1 0 1      1 0 1 1 0      0 0 1! 0 0      0 1 0 0 1
-----|-----|-----|-----|

```

Volume Module:

```

Base Vol:      140 322 61      5 355 16      19 35 122      66 29 12
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    140 322 61      5 355 16      19 35 122      66 29 12
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    140 322 61      5 355 16      19 35 122      66 29 12
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Final Vol.:    140 322 61      5 355 16      19 35 122      66 29 12
-----|-----|-----|-----|

```

Critical Gap Module:

```

Critical Gp:    4.1 xxxx xxxxx      4.1 xxxx xxxxx      7.1 6.5 6.2      7.1 6.5 6.2
FollowUpTim:    2.2 xxxx xxxxx      2.2 xxxx xxxxx      3.5 4.0 3.3      3.5 4.0 3.3
-----|-----|-----|-----|

```

Capacity Module:

```

Cnflct Vol:    371 xxxx xxxxx      383 xxxx xxxxx      1026 1036 186      807 983 322
Potent Cap.:    1199 xxxx xxxxx      1187 xxxx xxxxx      215 233 862      302 251 724
Move Cap.:      1199 xxxx xxxxx      1187 xxxx xxxxx      173 205 862      205 221 724
Volume/Cap:    0.12 xxxx xxxxx      0.00 xxxx xxxxx      0.11 0.17 0.14      0.32 0.13 0.02
-----|-----|-----|-----|

```

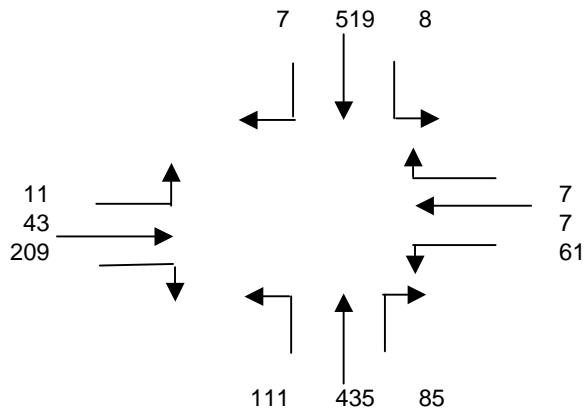
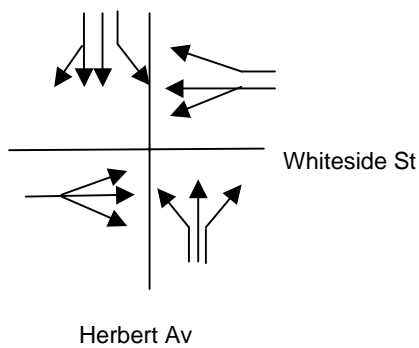
Level Of Service Module:

```

Queue:      0.4 xxxx xxxxx      0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1
Stopped Del: 8.4 xxxx xxxxx      8.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.1
LOS by Move: A * *      A * *      * * *      * * *      B
Movement:    LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx      xxxx xxxx xxxxx      xxxx 417 xxxxx      210 xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx      xxxxx xxxx xxxxx      xxxxx 2.1 xxxxx      2.2 xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx      xxxxx xxxx xxxxx      xxxxx 19.8 xxxxx      35.7 xxxx xxxxx
Shared LOS:   * * *      * * *      * C *      E * *
ApproachDel:   xxxxxx      xxxxxx      19.8      32.8
ApproachLOS:   *      *      C      D

```

INT #2 - Herbert Av & Whiteside St
Existing Plus Ambient
AM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE

527

TVE = 1.0

NB Equivalent = NBL(TVE) + NBT + NBR

631

SB: NBT + NBL = TVE

546

TVE = 1.0

SB Equivalent = SBL(TVE) + SBT + SBR

534

$$\text{LOS} = \frac{\text{NBE} + \text{SBL}}{1600}$$

0.399

$$\text{LOS} = \frac{\text{NBL} + \text{SBE}}{1600}$$

0.403

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.673

EB: WBT + WBL = TVE

68

TVE = 1.1

EB Equivalent = EBL(TVE) + EBT + EBR

264

WB: EBT + EBL = TVE

54

TVE = 1.1

WB Equivalent = WBL(TVE) + WBT + WBR

81

* due to shared LTR:

EBL = EBL - WBL -50

0

if less than 0, use 0

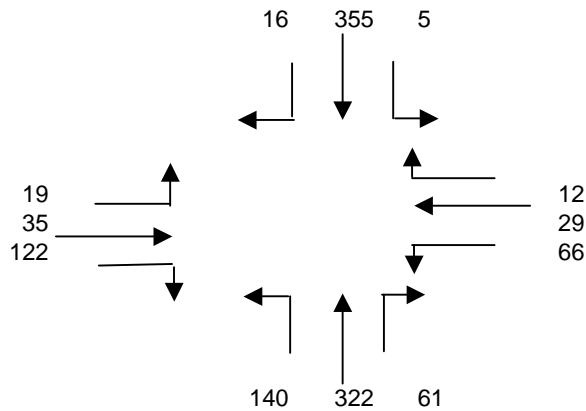
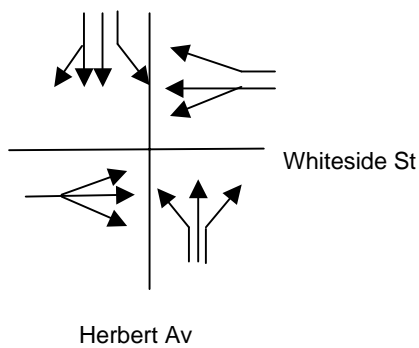
$$\text{LOS} = \frac{\text{EBE} + \text{WBL}}{1600}$$

0.169

$$\text{LOS} = \frac{\text{EBL} + \text{WBE}}{1600}$$

0.051

INT #2 - Herbert Av & Whiteside St
Existing Plus Ambient
PM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE

360

TVE = 1.0

NB Equivalent = NBL(TVE) + NBT + NBR

523

SB: NBT + NBL = TVE

462

TVE = 1.0

SB Equivalent = SBL(TVE) + SBT + SBR

376

$$\text{LOS} = \frac{\text{NBE} + \text{SBL}}{1600}$$

0.330

$$\text{LOS} = \frac{\text{NBL} + \text{SBE}}{1600}$$

0.323

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.549

EB: WBT + WBL = TVE

95

TVE = 1.1

EB Equivalent = EBL(TVE) + EBT + EBR

178

WB: EBT + EBL = TVE

54

TVE = 1.1

WB Equivalent = WBL(TVE) + WBT + WBR

114

* due to shared LTR:

EBL = EBL - WBL

-47

0

if less than 0, use 0

$$\text{LOS} = \frac{\text{EBE} + \text{WBL}}{1600}$$

0.119

$$\text{LOS} = \frac{\text{EBL} + \text{WBE}}{1600}$$

0.071

Project Title:		WHITESIDE REDEVELOPMENT PROJECT					
Intersection:		HERBERT AV & CITY TERRACE DR					
Description:		EXISTING PLUS AMBIENT CONDITIONS					
Date/Time:		AM PEAK HOUR (7:30-8:30)					
Thru Lane:	1600 vph				N-S Split Phase :	N	
Left Lane:	1600 vph				E-W Split Phase :	N	
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10	
ITS:	0 %				V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	315	1,600	0.000	N-S(1):	0.086 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	2.00	221	2,560	0.086 *	E-W(1):	0.132
Westbound	RT	1.00	596	1,600	0.303 *	E-W(2):	0.542 *
	TH	2.00	595	3,200	0.186		
	LT	0.00	0	0	0.000	V/C:	0.628
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.728
	TH	2.00	421	3,200	0.132		
	LT	1.00	383	1,600	0.239 *	LOS:	C
Date/Time:		PM PEAK HOUR (7:30-8:30)					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	252	1,600	0.003	N-S(1):	0.059 *
	TH	0.00	0	0	0.000	N-S(2):	0.003
	LT	2.00	151	2,560	0.059 *	E-W(1):	0.143
Westbound	RT	1.00	469	1,600	0.246 *	E-W(2):	0.400 *
	TH	2.00	420	3,200	0.131		
	LT	0.00	0	0	0.000	V/C:	0.459
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.559
	TH	2.00	456	3,200	0.143		
	LT	1.00	247	1,600	0.154 *	LOS:	A

* - Denotes critical movement

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: E[44.5]

```

*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign      Stop Sign      Uncontrolled    Uncontrolled
Rights:         Include        Include        Include         Include
Lanes:          0  0  1!  0  0    0  1  0  0  1    0  0  1  1  0    1  0  2  0  0
-----|-----|-----|-----|-----|

```

Volume Module:

```

Base Vol:       17    0    18    99    2    236    0  597    7    7  965    0
Growth Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:     17    0    18    99    2    236    0  597    7    7  965    0
User Adj:        1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:         1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:      17    0    18    99    2    236    0  597    7    7  965    0
Reduct Vol:      0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:     17    0    18    99    2    236    0  597    7    7  965    0
-----|-----|-----|-----|-----|

```

Critical Gap Module:

```

Critical Gp:    7.5 xxxx    6.9    7.5  6.5    6.9  xxxxxx  xxxx  xxxxx    4.1 xxxx  xxxxxx
FollowUpTim:    3.5 xxxx    3.3    3.5  4.0    3.3  xxxxxx  xxxx  xxxxx    2.2 xxxx  xxxxxx
-----|-----|-----|-----|-----|

```

Capacity Module:

```

Cnflct Vol: 1098 xxxx    302  1278 1583    483  xxxxx  xxxxx  xxxxxx    604 xxxx  xxxxxx
Potent Cap.: 170 xxxx    700   125  110    535  xxxxx  xxxxx  xxxxxx    984 xxxx  xxxxxx
Move Cap.:   93 xxxx    700   122  109    535  xxxxx  xxxxx  xxxxxx    984 xxxx  xxxxxx
Volume/Cap:  0.18 xxxx    0.03  0.81  0.02    0.44  xxxxx  xxxxx  xxxxx    0.01 xxxx  xxxxx
-----|-----|-----|-----|-----|

```

Level Of Service Module:

```

Queue:          xxxxxx  xxxx  xxxxxx  xxxxxx  xxxxx    2.2  xxxxxx  xxxxx  xxxxxx    0.0 xxxx  xxxxxx
Stopped Del:xxxxx  xxxx  xxxxxx  xxxxxx  xxxxx    16.9  xxxxxx  xxxxx  xxxxxx    8.7 xxxx  xxxxxx
LOS by Move:    *    *    *    *    *    C    *    *    *    A    *    *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:   xxxx  168  xxxxxx  121  xxxx  xxxxxx  xxxxx  xxxxx  xxxxxx  xxxx  xxxx  xxxxxx
SharedQueue:xxxxx  0.8  xxxxxx  5.0  xxxx  xxxxxx  xxxxxx  xxxxx  xxxxxx  xxxxxx  xxxx  xxxxxx
Shrd StpDel:xxxxx  32.0  xxxxxx  109.0  xxxx  xxxxxx  xxxxxx  xxxxx  xxxxxx  xxxxxx  xxxx  xxxxxx
Shared LOS:     *    D    *    F    *    *    *    *    *    *    *    *
ApproachDel:    32.0          44.5          xxxxxxxx          xxxxxxxx
ApproachLOS:     D          E          *          *

```


Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4

Average Delay (sec/veh): 11.3 Worst Case Level Of Service: E[41.0]

```

*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Stop Sign      Stop Sign      Uncontrolled    Uncontrolled
Rights:         Include        Include        Include         Include
Lanes:          0  0  1!  0  0    0  1  0  0  1    0  0  1  1  0    1  0  2  0  0
-----|-----|-----|-----|

```

Volume Module:

```

Base Vol:      12    0    11    180    14    249    0  572    7    14  597    0
Growth Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:    12    0    11    180    14    249    0  572    7    14  597    0
User Adj:       1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:        1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:     12    0    11    180    14    249    0  572    7    14  597    0
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Final Vol.:     12    0    11    180    14    249    0  572    7    14  597    0
-----|-----|-----|-----|

```

Critical Gap Module:

```

Critical Gp:    7.5  xxxx    6.9    7.5  6.5    6.9  xxxxxx  xxxx  xxxxx    4.1  xxxx  xxxxxx
FollowUpTim:    3.5  xxxx    3.3    3.5  4.0    3.3  xxxxxx  xxxx  xxxxx    2.2  xxxx  xxxxxx
-----|-----|-----|-----|

```

Capacity Module:

```

Cnflict Vol:    909  xxxx    290    911 1204    299  xxxxx  xxxxx  xxxxxx    579  xxxx  xxxxxx
Potent Cap.:    233  xxxx    713    232  186    704  xxxxx  xxxxx  xxxxxx    1005  xxxx  xxxxxx
Move Cap.:      140  xxxx    713    226  183    704  xxxxx  xxxxx  xxxxxx    1005  xxxx  xxxxxx
Volume/Cap:     0.09  xxxx    0.02    0.80  0.08    0.35  xxxxx  xxxxx  xxxxx    0.01  xxxx  xxxxx
-----|-----|-----|-----|

```

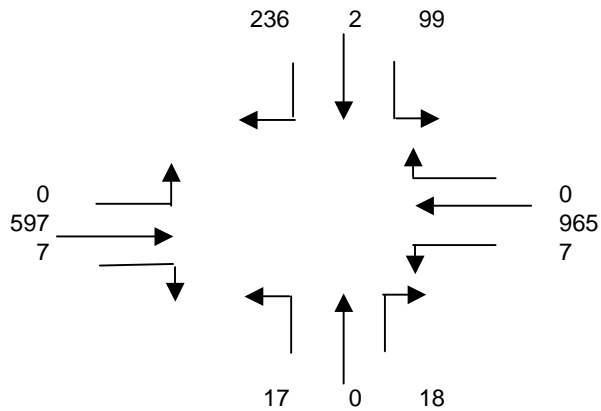
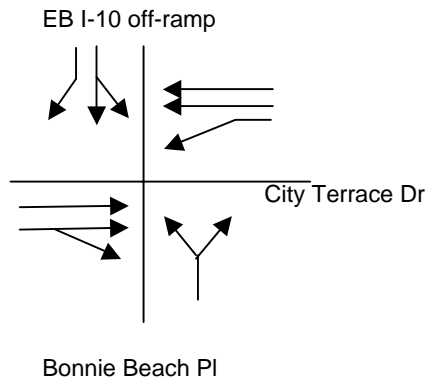
Level Of Service Module:

```

Queue:          xxxxxx  xxxx  xxxxxx  xxxxxx  xxxx    1.6  xxxxxx  xxxxx  xxxxxx    0.0  xxxx  xxxxxx
Stopped Del:xxxxx  xxxx  xxxxxx  xxxxxx  xxxx    12.9  xxxxxx  xxxxx  xxxxxx    8.6  xxxx  xxxxxx
LOS by Move:     *    *    *      *    *    B      *    *    *      A    *    *
Movement:        LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:     xxxx  228  xxxxxx  223  xxxx  xxxxxx  xxxx  xxxx  xxxxxx  xxxx  xxxx  xxxxxx
SharedQueue:xxxxx  0.3  xxxxxx  6.9  xxxx  xxxxxx  xxxxxx  xxxx  xxxxxx  xxxxxx  xxxx  xxxxxx
Shrd StpDel:xxxxx 22.6  xxxxxx  77.0  xxxx  xxxxxx  xxxxxx  xxxx  xxxxxx  xxxxxx  xxxx  xxxxxx
Shared LOS:      *    C    *      F    *    *      *    *    *      *    *    *
ApproachDel:      22.6          41.0          xxxxxxxx          xxxxxxxx
ApproachLOS:      C            E            *            *

```

INT #4 - Bonnie Beach PI/EB I-10 off-ramp & City Terrace Dr
Existing Plus Ambient
AM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: $SBT + SBL = TVE$
101

$TVE = 1.1$

NB Equivalent = $NBL(TVE) + NBT + NBR$
36.7

SB: $NBT + NBL = TVE$
17

$TVE = 1.1$

SB Equivalent = $SBL(TVE) + SBT + SBR$
347

EB: $WBT + WBL = TVE$
972

$TVE = 1.0$

EB Equivalent = $EBL(TVE) + EBT + EBR$
604

WB: $EBT + EBL = TVE$
597

$TVE = 1.0$

WB Equivalent = $WBL(TVE) + WBT + WBR$
972

* due to shared LR:

$NBL = NBL - SBL$

-82 0

if less than 0, use 0

$LOS = \frac{NBE + SBL}{1600}$

0.085

$LOS = \frac{NBL + SBE}{1600}$

0.217

$LOS = \frac{EBE + WBL}{1600}$

0.382

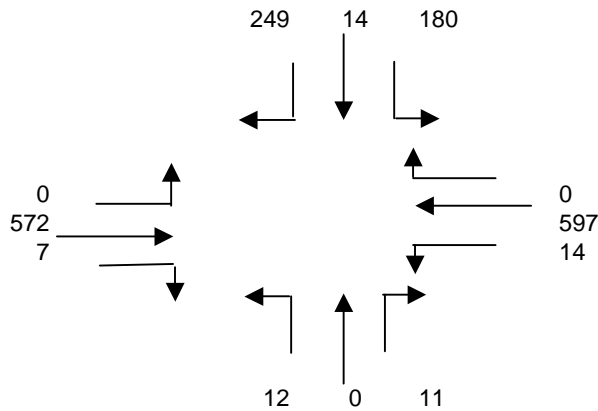
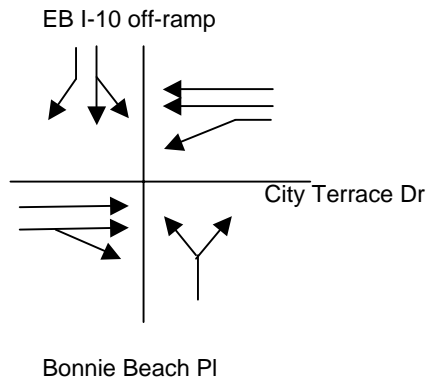
$LOS = \frac{EBL + WBE}{1600}$

0.608

$LOS = \text{Highest NB/SB LOS} + \text{Highest EB/WB LOS} + .100$

0.924

INT #4 - Bonnie Beach PI/EB I-10 off-ramp & City Terrace Dr
Existing Plus Ambient
PM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE

194

TVE = 1.1

NB Equivalent = NBL(TVE) + NBT + NBR

24.2

SB: NBT + NBL = TVE

12

TVE = 1.1

SB Equivalent = SBL(TVE) + SBT + SBR

461

* due to shared LR:

NBL = NBL - SBL

-168 0

if less than 0, use 0

$$\text{LOS} = \frac{\text{NBE} + \text{SBL}}{1600}$$

0.128

$$\text{LOS} = \frac{\text{NBL} + \text{SBE}}{1600}$$

0.288

EB: WBT + WBL = TVE

611

TVE = 1.0

EB Equivalent = EBL(TVE) + EBT + EBR

579

WB: EBT + EBL = TVE

572

TVE = 1.0

WB Equivalent = WBL(TVE) + WBT + WBR

611

$$\text{LOS} = \frac{\text{EBE} + \text{WBL}}{1600}$$

0.371

$$\text{LOS} = \frac{\text{EBL} + \text{WBE}}{1600}$$

0.382

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.770

Project Title:		WHITESIDE REDEVELOPMENT PROJECT					
Intersection:		EASTERN AV & MEDFORD ST					
Description:		EXISTING PLUS AMBIENT CONDITIONS					
Date/Time:		AM PEAK HOUR (7:30-8:30)					
Thru Lane:	1600 vph			N-S Split Phase :	N		
Left Lane:	1600 vph			E-W Split Phase :	N		
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10		
ITS:	0 %			V/C Round Off (decs.) :	3		
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	6	1,600	0.000	N-S(1):	0.259
	TH	2.00	817	3,200	0.255 *	N-S(2):	0.484 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.023 *
	TH	0.00	0	0	0.000 *	V/C: 0.507	
	LT	0.00	0	0	0.000	Lost Time: 0.100	
Northbound	RT	0.00	0	0	0.000		
	TH	1.00	414	1,600	0.259		
	LT	1.00	366	1,600	0.229 *		
Eastbound	RT	2.00	229	3,200	0.000	ICU:	0.607
	TH	0.00	0	0	0.000		
	LT	1.00	37	1,600	0.023 *	LOS:	B
Date/Time:		PM PEAK HOUR (7:30-8:30)					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	4	1,600	0.000	N-S(1):	0.392 *
	TH	2.00	509	3,200	0.159	N-S(2):	0.241
	LT	0.00	0	0	0.000 *	E-W(1):	0.042 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.031
	TH	0.00	0	0	0.000	V/C: 0.434	
	LT	0.00	0	0	0.000 *	Lost Time: 0.100	
Northbound	RT	0.00	0	0	0.000		
	TH	1.00	627	1,600	0.392 *		
	LT	1.00	131	1,600	0.082		
Eastbound	RT	2.00	265	3,200	0.042 *	ICU:	0.534
	TH	0.00	0	0	0.000		
	LT	1.00	50	1,600	0.031	LOS:	A

* - Denotes critical movement
































INTERSECTION DATA SUMMARY SHEET

N/S:	Paseo Rancho Castillo/Eastern	W/E:	Eastern Av/State University Dr	I/S No:	7
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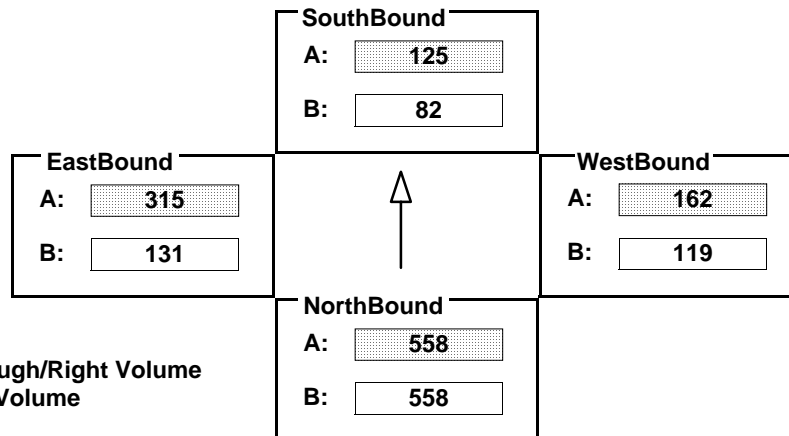
AM/PM: AM	Comments: Existing Plus Ambient
------------------	--

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND															
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT													
EXISTING	806	763	104	82	125	43	119	212	111	131	118	1080													
AMBIENT																									
RELATED																									
PROJECT																									
TOTAL	806	763	104	82	125	43	119	212	111	131	118	1080													
LANE	       			       			       			      															
	1	1	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR										
SIGNAL	Split		Auto		Split		Auto		Split		Auto		Split		Auto										

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
*** = ATSAC Benefit**

<u>V/C RATIO</u>	<u>LOS</u>
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = $A(N/B)$ + $A(S/B)$

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{558 + 125 + 162 + 315}{1375} = 0.844 \quad \text{LOS} = \text{D}$$

CalcaDB



































INTERSECTION DATA SUMMARY SHEET

N/S: **Paseo Rancho Castillo/Eastern** W/E: **Eastern Av/State University Dr** I/S No: **7**

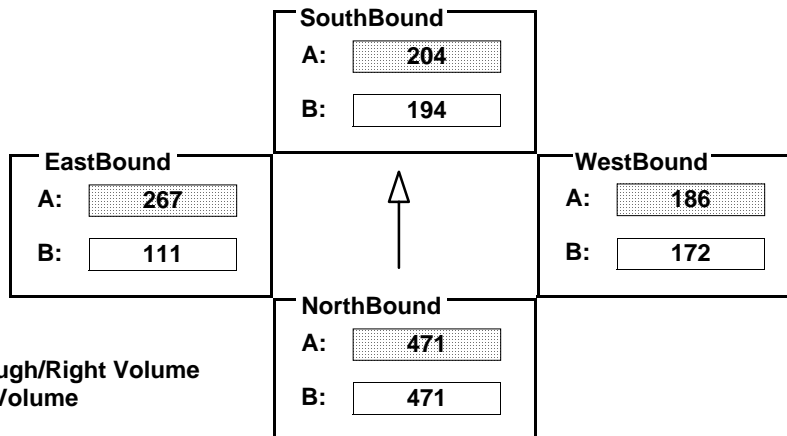
AM/PM: **PM** Comments: **Existing Plus Ambient**

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	749	570	94	194	204	88	172	246	126	111	130	915
AMBIENT												
RELATED												
PROJECT												
TOTAL	749	570	94	194	204	88	172	246	126	111	130	915
LANE	       	       	       	       	 							
	1	1	0	0	1	0	0	0	1	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		Auto		Split		Auto		Split		Auto	

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{471 + 204 + 186 + 267}{1375} = 0.820 \quad \text{LOS} = D$$

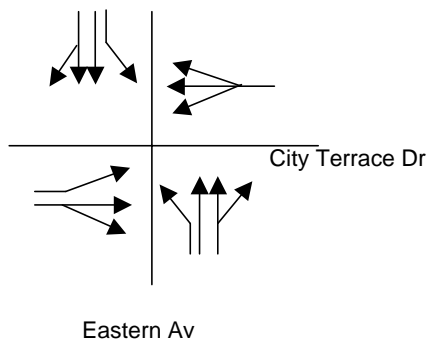
Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		EASTERN AV & EB I-10 ON-RAMP				
Description:		EXISTING PLUS AMBIENT CONDITIONS				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.477 *
	TH	2.00	1,116	3,200	0.349	N-S(2): 0.349
	LT	2.00	237	2,560	0.093 *	E-W(1): 0.000 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.000 *
	TH	0.00	0	0	0.000 *	V/C: 0.477
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	0.00	264	0	0.000	ICU: 0.577
	TH	3.00	1,579	4,800	0.384 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.511 *
	TH	2.00	1,001	3,200	0.313	N-S(2): 0.313
	LT	2.00	295	2,560	0.115 *	E-W(1): 0.000 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.000 *
	TH	0.00	0	0	0.000 *	V/C: 0.511
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	0.00	241	0	0.000	ICU: 0.611
	TH	3.00	1,661	4,800	0.396 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	

* - Denotes critical movement

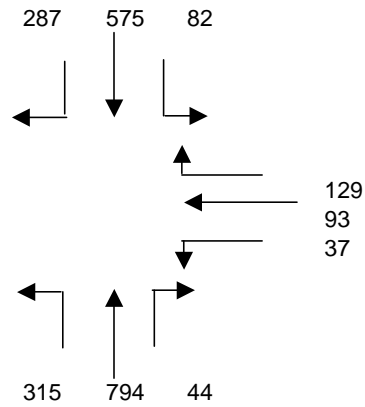
Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		EASTERN AV & RAMONA BL/I-10 EB OFF-RAMP/I-10 & 1-710 NB & SB ON-RAMP				
Description:		EXISTING PLUS AMBIENT CONDITIONS				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	347	0	0.000	N-S(1): 0.334 *
	TH	2.00	521	3,200	0.271	N-S(2): 0.303
	LT	1.00	216	1,600	0.135 *	E-W(1): 0.296
Westbound	RT	1.00	255	1,600	0.024 *	E-W(2): 0.451 *
	TH	1.00	16	1,600	0.010	
	LT	1.00	196	1,600	0.123	V/C: 0.785
Northbound	RT	1.00	227	1,600	0.019	Lost Time: 0.100
	TH	3.00	954	4,800	0.199 *	
	LT	1.00	51	1,600	0.032	
Eastbound	RT	0.00	148	0	0.000	ICU: 0.885
	TH	2.00	404	3,200	0.173	
	LT	1.00	683	1,600	0.427 *	LOS: D
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	272	0	0.000	N-S(1): 0.328 *
	TH	2.00	496	3,200	0.240	N-S(2): 0.266
	LT	1.00	224	1,600	0.140 *	E-W(1): 0.249
Westbound	RT	1.00	354	1,600	0.081 *	E-W(2): 0.514 *
	TH	1.00	16	1,600	0.010	
	LT	1.00	185	1,600	0.116	V/C: 0.842
Northbound	RT	1.00	280	1,600	0.059	Lost Time: 0.100
	TH	3.00	904	4,800	0.188 *	
	LT	1.00	42	1,600	0.026	
Eastbound	RT	0.00	171	0	0.000	ICU: 0.942
	TH	2.00	256	3,200	0.133	
	LT	1.00	693	1,600	0.433 *	LOS: E

* - Denotes critical movement

INT #10 - Eastern Av & City Terrace Dr
Existing Plus Ambient
AM



404
78
150



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE
657
TVE = 1.0
NB Equivalent = NBT + NBR
838

SB: NBT + NBL = TVE
1109
TVE = 1.0
SB Equivalent = SBT + SBR
862

LOS = $\frac{NBE + SBL}{1600}$
LOS = $\frac{NBL + SBE}{1600}$

0.575
0.736

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100
1.231

EB: WBT + WBL = TVE
130
TVE = 1.0
EB Equivalent = EBL(TVE) + EBT + EBR
632

WB: EBT + EBL = TVE
482
TVE = 2.0
WB Equivalent = WBL(TVE) + WBT + WBR
296

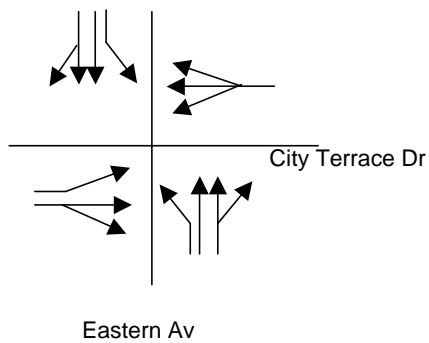
* due to shared LTR:
WBL = WBL - EBL
if less than 0, use 0

-367 **0**

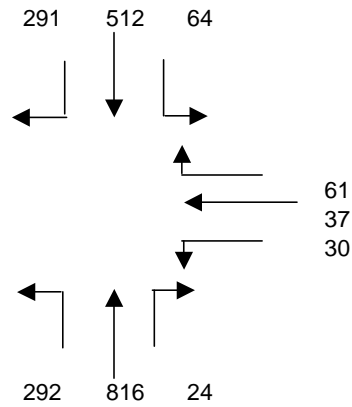
LOS = $\frac{EBE + WBL}{1600}$
LOS = $\frac{EBL + WBE}{1600}$

0.395
0.185

INT #10 - Eastern Av & City Terrace Dr
Existing Plus Ambient
PM



377
32
301



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE
576
TVE = 1.0
NB Equivalent = NBT + NBR
840

SB: NBT + NBL = TVE
1108
TVE = 1.0
SB Equivalent = SBT + SBR
803

LOS = $\frac{NBE + SBL}{1600}$
LOS = $\frac{NBL + SBE}{1600}$

0.565
0.684

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

1.109

EB: WBT + WBL = TVE
67
TVE = 1.0
EB Equivalent = EBL(TVE) + EBT + EBR
710

WB: EBT + EBL = TVE
409
TVE = 2.0
WB Equivalent = WBL(TVE) + WBT + WBR
158

* due to shared LTR:

WBL = WBL - EBL
if less than 0, use 0

-347 **0**

LOS = $\frac{EBE + WBL}{1600}$
LOS = $\frac{EBL + WBE}{1600}$

0.444
0.099

Existing plus Ambient Growth plus Project (2030)

Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		HERBERT AV & MEDFORD ST				
Description:		EXISTING PLUS AMBIENT PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.301 *
	TH	0.69	117	1,104	0.106	N-S(2): 0.106
	LT	1.31	222	1,676	0.132 *	E-W(1): 0.301 *
Westbound	RT	1.00	597	1,600	0.267	E-W(2): 0.267
	TH	0.00	0	0	0.000	
	LT	1.00	481	1,600	0.301 *	V/C: 0.602
Northbound	RT	1.00	206	1,600	0.000	Lost Time: 0.100
	TH	1.00	271	1,600	0.169 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.702
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.335 *
	TH	0.53	186	855	0.218	N-S(2): 0.218
	LT	1.47	510	1,876	0.272 *	E-W(1): 0.151 *
Westbound	RT	1.00	231	1,600	0.000	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	1.00	242	1,600	0.151 *	V/C: 0.486
Northbound	RT	1.00	228	1,600	0.000	Lost Time: 0.100
	TH	1.00	100	1,600	0.063 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.586
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

* - Denotes critical movement

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2

Average Delay (sec/veh): 9.4 Worst Case Level Of Service: F[70.0]

```

*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      1 0 1 0 1      1 0 1 1 0      0 0 1! 0 0      0 1 0 0 1
-----|-----|-----|-----|

```

Volume Module:

```

Base Vol:      111 486      87      8 537      7      11 43      209      61 7      7
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    111 486      87      8 537      7      11 43      209      61 7      7
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     111 486      87      8 537      7      11 43      209      61 7      7
Reduct Vol:      0 0      0      0 0      0      0 0      0      0 0      0
Final Vol.:     111 486      87      8 537      7      11 43      209      61 7      7
-----|-----|-----|-----|

```

Critical Gap Module:

```

Critical Gp:    4.1 xxxx xxxxx      4.1 xxxx xxxxx      7.1 6.5      6.2      7.1 6.5      6.2
FollowUpTim:    2.2 xxxx xxxxx      2.2 xxxx xxxxx      3.5 4.0      3.3      3.5 4.0      3.3
-----|-----|-----|-----|

```

Capacity Module:

```

Cnflct Vol:     544 xxxx xxxxx      573 xxxx xxxxx      1315 1352      272      1014 1268      486
Potent Cap.:    1035 xxxx xxxxx      1010 xxxx xxxxx      136 152      772      219 170      585
Move Cap.:      1035 xxxx xxxxx      1010 xxxx xxxxx      119 134      772      110 151      585
Volume/Cap:     0.11 xxxx xxxxx      0.01 xxxx xxxxx      0.09 0.32      0.27      0.55 0.05      0.01
-----|-----|-----|-----|

```

Level Of Service Module:

```

Queue:          0.4 xxxx xxxxx      0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0
Stopped Del:     8.9 xxxx xxxxx      8.6 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 11.2
LOS by Move:     A *      *      A *      *      * *      *      * *      B
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.:    xxxx xxxx xxxxx      xxxx xxxx xxxxx      xxxx 384 xxxxx      113 xxxx xxxxx
SharedQueue:    xxxx xxxx xxxxx      xxxx xxxx xxxxx      xxxx 4.9 xxxxx      3.0 xxxx xxxxx
Shrd StpDel:    xxxx xxxx xxxxx      xxxx xxxx xxxxx      xxxx 32.4 xxxxx      76.0 xxxx xxxxx
Shared LOS:      * *      *      * *      *      * D      *      F *      *
ApproachDel:     xxxxxx      xxxxxx      32.4      70.0
ApproachLOS:      *      *      D      F

```

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2

Average Delay (sec/veh): 7.8 Worst Case Level Of Service: E[42.8]

```

*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:          Include          Include          Include          Include
Lanes:          1  0  1  0  1      1  0  1  1  0      0  0  1! 0  0      0  1  0  0  1
-----|-----|-----|-----|-----|

```

Volume Module:

```

Base Vol:      140  361      61      5  424      16      19  35  122      69  29  12
Growth Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:    140  361      61      5  424      16      19  35  122      69  29  12
User Adj:       1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:        1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:     140  361      61      5  424      16      19  35  122      69  29  12
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0      0
Final Vol.:     140  361      61      5  424      16      19  35  122      69  29  12
-----|-----|-----|-----|-----|

```

Critical Gap Module:

```

Critical Gp:    4.1 xxxx xxxxx      4.1 xxxx xxxxx      7.1  6.5  6.2      7.1  6.5  6.2
FollowUpTim:    2.2 xxxx xxxxx      2.2 xxxx xxxxx      3.5  4.0  3.3      3.5  4.0  3.3
-----|-----|-----|-----|-----|

```

Capacity Module:

```

Cnflict Vol:    440 xxxx xxxxx      422 xxxx xxxxx      1134 1144  220      881 1091  361
Potent Cap.:    1131 xxxx xxxxx      1148 xxxx xxxxx      181  202  825      270  217  688
Move Cap.:      1131 xxxx xxxxx      1148 xxxx xxxxx      142  176  825      176  189  688
Volume/Cap:     0.12 xxxx xxxxx      0.00 xxxx xxxxx      0.13 0.20 0.15      0.39 0.15 0.02
-----|-----|-----|-----|-----|

```

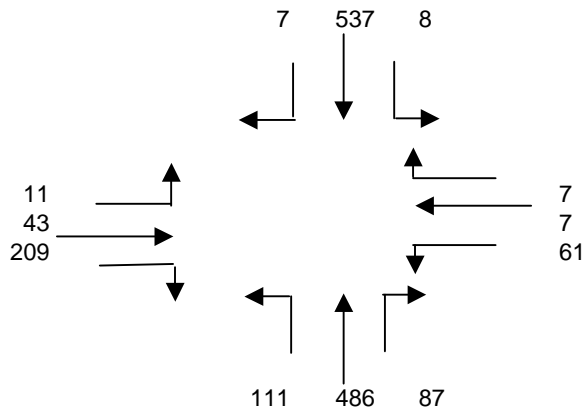
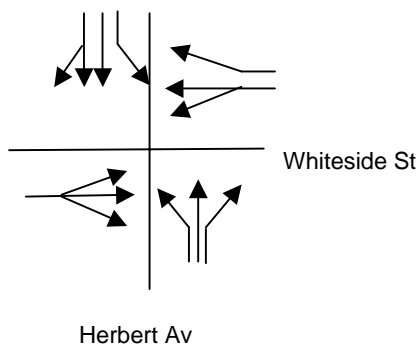
Level Of Service Module:

```

Queue:          0.4 xxxx xxxxx      0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1
Stopped Del:    8.6 xxxx xxxxx      8.1 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.3
LOS by Move:    A      *      *      A      *      *      *      *      *      *      *      B
Movement:       LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.:    xxxx xxxx xxxxx      xxxx xxxx xxxxx      xxxx 366 xxxxx      180 xxxx xxxxx
SharedQueue:    xxxx xxxx xxxxx      xxxx xxxx xxxxx      xxxx 2.5 xxxxx      2.8 xxxx xxxxx
Shrd StpDel:    xxxx xxxx xxxxx      xxxx xxxx xxxxx      xxxx 23.6 xxxxx      46.7 xxxx xxxxx
Shared LOS:      *      *      *      *      *      *      *      C      *      E      *      *
ApproachDel:    xxxxxx              xxxxxx              23.6              42.8
ApproachLOS:     *                  *                  C                  E

```

INT #2 - Herbert Av & Whiteside St
Existing Plus Ambient Plus Project
AM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE

545

TVE = 1.0

NB Equivalent = NBL(TVE) + NBT + NBR

684

SB: NBT + NBL = TVE

597

TVE = 1.0

SB Equivalent = SBL(TVE) + SBT + SBR

552

$$\text{LOS} = \frac{\text{NBE} + \text{SBL}}{1600}$$

0.433

$$\text{LOS} = \frac{\text{NBL} + \text{SBE}}{1600}$$

0.414

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.702

EB: WBT + WBL = TVE

68

TVE = 1.1

EB Equivalent = EBL(TVE) + EBT + EBR

264

WB: EBT + EBL = TVE

54

TVE = 1.1

WB Equivalent = WBL(TVE) + WBT + WBR

81

* due to shared LTR:

EBL = EBL - WBL -50

0

if less than 0, use 0

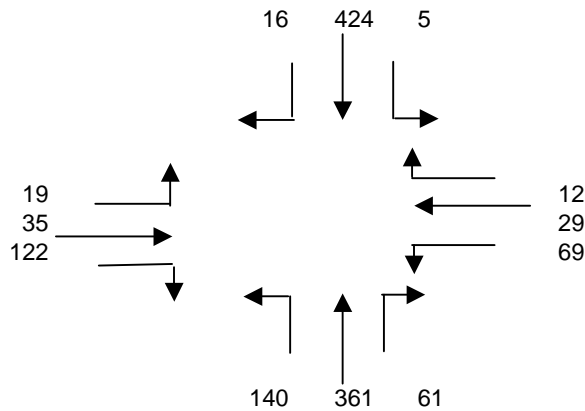
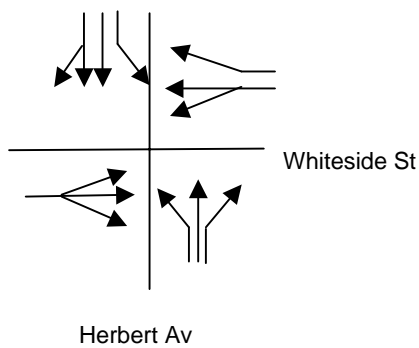
$$\text{LOS} = \frac{\text{EBE} + \text{WBL}}{1600}$$

0.169

$$\text{LOS} = \frac{\text{EBL} + \text{WBE}}{1600}$$

0.051

INT #2 - Herbert Av & Whiteside St
Existing Plus Ambient Plus Project
PM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE

429

TVE = 1.0

NB Equivalent = NBL(TVE) + NBT + NBR

562

SB: NBT + NBL = TVE

501

TVE = 1.0

SB Equivalent = SBL(TVE) + SBT + SBR

445

$$\text{LOS} = \frac{\text{NBE} + \text{SBL}}{1600}$$

0.354

$$\text{LOS} = \frac{\text{NBL} + \text{SBE}}{1600}$$

0.366

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.584

EB: WBT + WBL = TVE

98

TVE = 1.1

EB Equivalent = EBL(TVE) + EBT + EBR

178

WB: EBT + EBL = TVE

54

TVE = 1.1

WB Equivalent = WBL(TVE) + WBT + WBR

117

* due to shared LTR:

EBL = EBL - WBL

-50

0

if less than 0, use 0

$$\text{LOS} = \frac{\text{EBE} + \text{WBL}}{1600}$$

0.119

$$\text{LOS} = \frac{\text{EBL} + \text{WBE}}{1600}$$

0.073

Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		HERBERT AV & CITY TERRACE DR				
Description:		EXISTING PLUS AMBIENT PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	321	1,600	0.000	N-S(1): 0.086 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	221	2,560	0.086 *	E-W(1): 0.132
Westbound	RT	1.00	631	1,600	0.325 *	E-W(2): 0.576 *
	TH	2.00	595	3,200	0.186	
	LT	0.00	0	0	0.000	V/C: 0.662
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.762
	TH	2.00	421	3,200	0.132	
	LT	1.00	401	1,600	0.251 *	LOS: C
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	276	1,600	0.010	N-S(1): 0.059 *
	TH	0.00	0	0	0.000	N-S(2): 0.010
	LT	2.00	151	2,560	0.059 *	E-W(1): 0.143
Westbound	RT	1.00	495	1,600	0.262 *	E-W(2): 0.425 *
	TH	2.00	420	3,200	0.131	
	LT	0.00	0	0	0.000	V/C: 0.484
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.584
	TH	2.00	456	3,200	0.143	
	LT	1.00	260	1,600	0.163 *	LOS: A

* - Denotes critical movement

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4

Average Delay (sec/veh): 8.7 Worst Case Level Of Service: E[43.0]

```

*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Stop Sign      Stop Sign      Uncontrolled      Uncontrolled
Rights:         Include      Include      Include      Include
Lanes:          0 0 1! 0 0      0 1 0 0 1      0 0 1 1 0      1 0 2 0 0
-----|-----|-----|-----|

```

Volume Module:

```

Base Vol:      17    0    18    99    2    271    0 597    7    7 965    0
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    17    0    18    99    2    271    0 597    7    7 965    0
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     17    0    18    99    2    271    0 597    7    7 965    0
Reduct Vol:     0    0    0    0    0    0    0 0    0    0 0    0
Final Vol.:     17    0    18    99    2    271    0 597    7    7 965    0
-----|-----|-----|-----|

```

Critical Gap Module:

```

Critical Gp:    7.5 xxxx    6.9    7.5 6.5    6.9 xxxxx xxxxx xxxxx    4.1 xxxx xxxxx
FollowUpTim:    3.5 xxxx    3.3    3.5 4.0    3.3 xxxxx xxxxx xxxxx    2.2 xxxx xxxxx
-----|-----|-----|-----|

```

Capacity Module:

```

Cnflict Vol: 1098 xxxx    302 1278 1583    483 xxxxx xxxxx xxxxx    604 xxxx xxxxx
Potent Cap.:  170 xxxx    700  125  110    535 xxxxx xxxxx xxxxx    984 xxxx xxxxx
Move Cap.:    82 xxxx    700  122  109    535 xxxxx xxxxx xxxxx    984 xxxx xxxxx
Volume/Cap.:  0.21 xxxx    0.03 0.81 0.02    0.51 xxxxx xxxxx xxxxx    0.01 xxxx xxxxx
-----|-----|-----|-----|

```

Level Of Service Module:

```

Queue:          xxxxx xxxx xxxxx xxxxx xxxxx    2.8 xxxxx xxxxx xxxxx    0.0 xxxx xxxxx
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxxx    18.4 xxxxx xxxxx xxxxx    8.7 xxxx xxxxx
LOS by Move:    *    *    *    *    *    C    *    *    *    A    *    *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:    xxxx 151 xxxxx 121 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx 0.9 xxxxx 5.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxx xxxxx
Shrd StpDel:xxxxx 36.0 xxxxx 109.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxx xxxxx
Shared LOS:     *    E    *    F    *    *    *    *    *    *    *    *    *
ApproachDel:     36.0          43.0          xxxxxx          xxxxxx
ApproachLOS:     E          E          *          *

```

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4

Average Delay (sec/veh): 11.5 Worst Case Level Of Service: E[39.7]

```

*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Stop Sign      Stop Sign      Uncontrolled    Uncontrolled
Rights:         Include        Include        Include         Include
Lanes:          0  0  1!  0  0    0  1  0  0  1    0  0  1  1  0    1  0  2  0  0
-----|-----|-----|-----|

```

Volume Module:

```

Base Vol:      12    0    11    180    14    275    0  572    7    14  597    0
Growth Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:    12    0    11    180    14    275    0  572    7    14  597    0
User Adj:      1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:       1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:     12    0    11    180    14    275    0  572    7    14  597    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:     12    0    11    180    14    275    0  572    7    14  597    0
-----|-----|-----|-----|

```

Critical Gap Module:

```

Critical Gp:    7.5  xxxx    6.9    7.5  6.5    6.9  xxxxxx  xxxx  xxxxx    4.1  xxxx  xxxxxx
FollowUpTim:    3.5  xxxx    3.3    3.5  4.0    3.3  xxxxxx  xxxx  xxxxx    2.2  xxxx  xxxxxx
-----|-----|-----|-----|

```

Capacity Module:

```

Cnflict Vol:    909  xxxx    290    911 1204    299  xxxxx  xxxxx  xxxxxx    579  xxxx  xxxxxx
Potent Cap.:    233  xxxx    713    232  186    704  xxxxx  xxxxx  xxxxxx    1005  xxxx  xxxxxx
Move Cap.:      132  xxxx    713    226  183    704  xxxxx  xxxxx  xxxxxx    1005  xxxx  xxxxxx
Volume/Cap:     0.09  xxxx    0.02    0.80  0.08    0.39  xxxxx  xxxxx  xxxxx    0.01  xxxx  xxxxx
-----|-----|-----|-----|

```

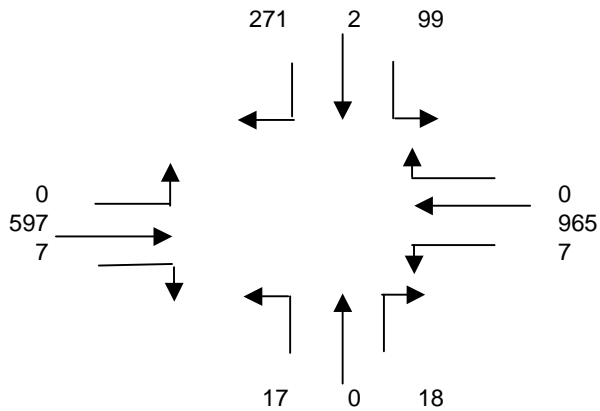
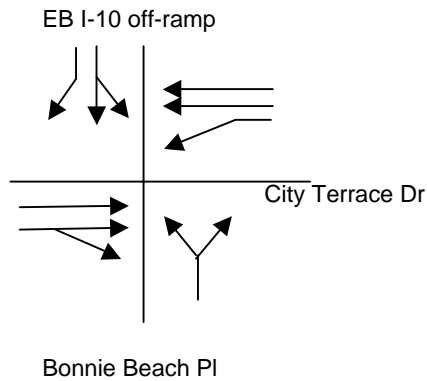
Level Of Service Module:

```

Queue:          xxxxxx  xxxx  xxxxxx  xxxxxx  xxxx    1.9  xxxxxx  xxxxx  xxxxxx    0.0  xxxx  xxxxxx
Stopped Del:xxxxx  xxxx  xxxxxx  xxxxxx  xxxx    13.4  xxxxxx  xxxxx  xxxxxx    8.6  xxxx  xxxxxx
LOS by Move:    *    *    *    *    *    B    *    *    *    A    *    *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:    xxxx    217  xxxxxx    223  xxxx  xxxxxx    xxxx  xxxxx  xxxxxx    xxxx  xxxx  xxxxxx
SharedQueue:xxxxx  0.4  xxxxxx    6.9  xxxx  xxxxxx    xxxxxx  xxxxx  xxxxxx    xxxxxx  xxxx  xxxxxx
Shrd StpDel:xxxxx  23.6  xxxxxx    77.0  xxxx  xxxxxx    xxxxxx  xxxxx  xxxxxx    xxxxxx  xxxx  xxxxxx
Shared LOS:     *    C    *    F    *    *    *    *    *    *    *    *    *
ApproachDel:    23.6          39.7          xxxxxxxx          xxxxxxxx
ApproachLOS:     C          E          *          *

```

INT #4 - Bonnie Beach PI/EB I-10 off-ramp & City Terrace Dr
Existing Plus Ambient Plus Project
AM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: $SBT + SBL = TVE$

101

$TVE = 1.1$

NB Equivalent = $NBL(TVE) + NBT + NBR$

36.7

SB: $NBT + NBL = TVE$

17

$TVE = 1.1$

SB Equivalent = $SBL(TVE) + SBT + SBR$

382

* due to shared LR:

$NBL = NBL - SBL$

-82 0

if less than 0, use 0

$LOS = \frac{NBE + SBL}{1600}$

0.085

$LOS = \frac{NBL + SBE}{1600}$

0.239

EB: $WBT + WBL = TVE$

972

$TVE = 1.0$

EB Equivalent = $EBL(TVE) + EBT + EBR$

604

WB: $EBT + EBL = TVE$

597

$TVE = 1.0$

WB Equivalent = $WBL(TVE) + WBT + WBR$

972

$LOS = \frac{EBE + WBL}{1600}$

0.382

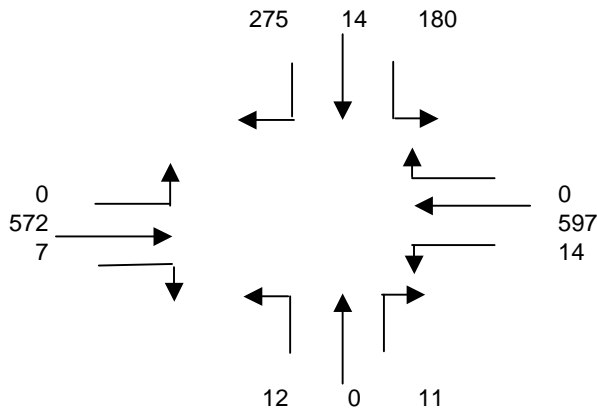
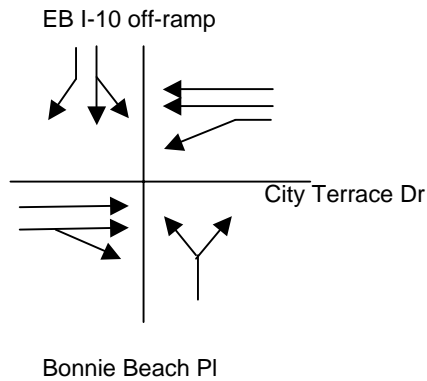
$LOS = \frac{EBL + WBE}{1600}$

0.608

$LOS = \text{Highest NB/SB LOS} + \text{Highest EB/WB LOS} + .100$

0.946

INT #4 - Bonnie Beach PI/EB I-10 off-ramp & City Terrace Dr
Existing Plus Ambient Plus Project
PM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE

194

TVE = 1.1

NB Equivalent = NBL(TVE) + NBT + NBR

24.2

SB: NBT + NBL = TVE

12

TVE = 1.1

SB Equivalent = SBL(TVE) + SBT + SBR

487

* due to shared LR:

NBL = NBL - SBL

-168 0

if less than 0, use 0

LOS = $\frac{NBE + SBL}{1600}$

0.128

LOS = $\frac{NBL + SBE}{1600}$

0.304

EB: WBT + WBL = TVE

611

TVE = 1.0

EB Equivalent = EBL(TVE) + EBT + EBR

579

WB: EBT + EBL = TVE

572

TVE = 1.0

WB Equivalent = WBL(TVE) + WBT + WBR

611

LOS = $\frac{EBE + WBL}{1600}$

0.371

LOS = $\frac{EBL + WBE}{1600}$

0.382

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.786

































Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		EASTERN AV & MEDFORD ST				
Description:		EXISTING PLUS AMBIENT PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	58	1,600	0.002	N-S(1): 0.259
	TH	2.00	817	3,200	0.255 *	N-S(2): 0.611 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.034 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.645
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	1.00	414	1,600	0.259	
	LT	1.00	569	1,600	0.356 *	
Eastbound	RT	2.00	300	3,200	0.000	ICU: 0.745
	TH	0.00	0	0	0.000	
	LT	1.00	55	1,600	0.034 *	LOS: C
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	43	1,600	0.000	N-S(1): 0.392 *
	TH	2.00	509	3,200	0.159	N-S(2): 0.338
	LT	0.00	0	0	0.000 *	E-W(1): 0.079 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.075
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.471
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	1.00	627	1,600	0.392 *	
	LT	1.00	287	1,600	0.179	
Eastbound	RT	2.00	540	3,200	0.079 *	ICU: 0.571
	TH	0.00	0	0	0.000	
	LT	1.00	120	1,600	0.075	LOS: A

* - Denotes critical movement

INTERSECTION DATA SUMMARY SHEET

N/S:	Paseo Rancho Castillo/Eastern	W/E:	Eastern Av/State University Dr	I/S No:	7
AM/PM:	AM	Comments:	Existing + Ambient + Project		
COUNT DATE:		STUDY DATE:		GROWTH FACTOR:	

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND															
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT													
EXISTING	863	763	104	82	125	43	119	367	111	131	118	1152													
AMBIENT																									
RELATED																									
PROJECT																									
TOTAL	863	763	104	82	125	43	119	367	111	131	118	1152													
LANE	       			       			       			       															
	1	1	0	0	1	0	0	0	1	1	0	0	1	0	0	1	0	0	0	1	0	0	0	2	0
SIGNAL	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR										
	Split		Auto		Split		Auto		Split		Auto		Split		Auto										

Critical Movements Diagram

	EastBound	SouthBound	WestBound	V/C RATIO	LOS
A:	346	125	239	0.00 - 0.60	A
B:	131	82	119	0.61 - 0.70	B
C:				0.71 - 0.80	C
D:				0.81 - 0.90	D
E:				0.91 - 1.00	E

Results

North/South Critical Movements = $A(N/B)$ + $A(S/B)$

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{577 + 125 + 239 + 346}{1375} = 0.936 \quad \text{LOS} = \text{E}$$



































INTERSECTION DATA SUMMARY SHEET

N/S: **Paseo Rancho Castillo/Eastern** W/E: **Eastern Av/State University Dr** I/S No: **7**

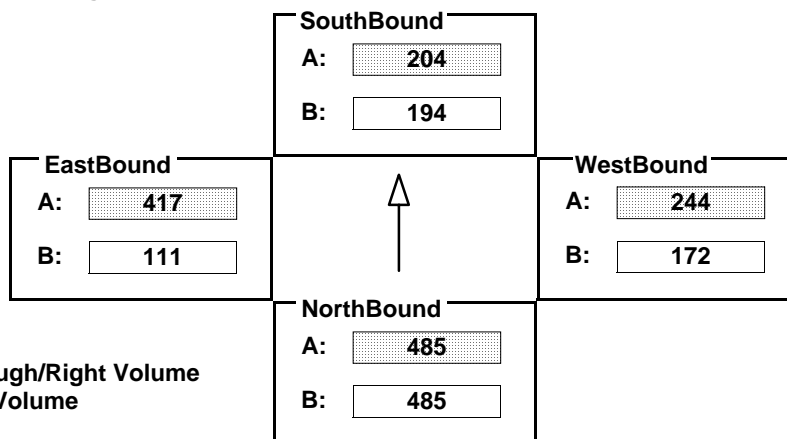
AM/PM: **PM** Comments: **Existing + Ambient + Project**

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	792	570	94	194	204	88	172	361	126	111	130	1200
AMBIENT												
RELATED												
PROJECT												
TOTAL	792	570	94	194	204	88	172	361	126	111	130	1200
LANE	       	       	       	       	 							
	1	1	0	0	1	0	0	0	1	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		Auto		Split		Auto		Split		Auto	

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{485 + 204 + 244 + 417}{1375} = 0.982 \quad \text{LOS} = E$$

Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		EASTERN AV & EB I-10 ON-RAMP				
Description:		EXISTING PLUS AMBIENT PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.503 *
	TH	2.00	1,151	3,200	0.360	N-S(2): 0.360
	LT	2.00	275	2,560	0.107 *	E-W(1): 0.000 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.000 *
	TH	0.00	0	0	0.000 *	V/C: 0.503
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	0.00	264	0	0.000	ICU: 0.603
	TH	3.00	1,636	4,800	0.396 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	

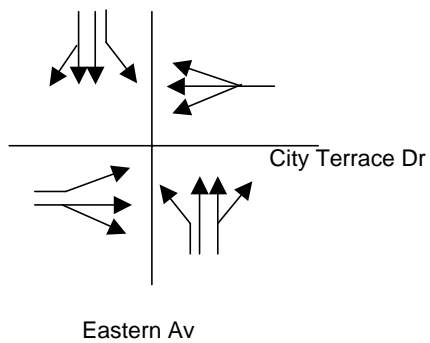
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.578 *
	TH	2.00	1,138	3,200	0.356	N-S(2): 0.356
	LT	2.00	444	2,560	0.173 *	E-W(1): 0.000 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.000 *
	TH	0.00	0	0	0.000 *	V/C: 0.578
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	0.00	241	0	0.000	ICU: 0.678
	TH	3.00	1,704	4,800	0.405 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	

* - Denotes critical movement

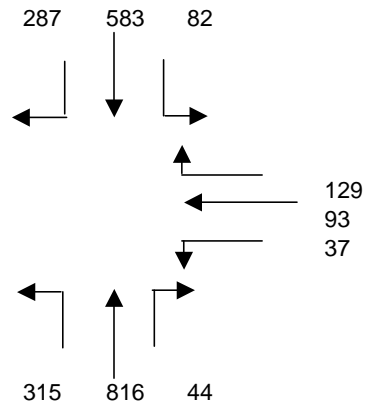
Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		EASTERN AV & RAMONA BL/I-10 EB OFF-RAMP/I-10 & 1-710 NB & SB ON-RAMP				
Description:		EXISTING PLUS AMBIENT PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	362	0	0.000	N-S(1): 0.346 *
	TH	2.00	529	3,200	0.278	N-S(2): 0.310
	LT	1.00	228	1,600	0.143 *	E-W(1): 0.296
Westbound	RT	1.00	290	1,600	0.039 *	E-W(2): 0.466 *
	TH	1.00	16	1,600	0.010	
	LT	1.00	196	1,600	0.123	V/C: 0.812
Northbound	RT	1.00	227	1,600	0.019	Lost Time: 0.100
	TH	3.00	976	4,800	0.203 *	
	LT	1.00	51	1,600	0.032	
Eastbound	RT	0.00	148	0	0.000	ICU: 0.912
	TH	2.00	404	3,200	0.173	
	LT	1.00	683	1,600	0.427 *	LOS: E
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	331	0	0.000	N-S(1): 0.362 *
	TH	2.00	526	3,200	0.268	N-S(2): 0.294
	LT	1.00	272	1,600	0.170 *	E-W(1): 0.249
Westbound	RT	1.00	380	1,600	0.068 *	E-W(2): 0.501 *
	TH	1.00	16	1,600	0.010	
	LT	1.00	185	1,600	0.116	V/C: 0.863
Northbound	RT	1.00	280	1,600	0.059	Lost Time: 0.100
	TH	3.00	920	4,800	0.192 *	
	LT	1.00	42	1,600	0.026	
Eastbound	RT	0.00	171	0	0.000	ICU: 0.963
	TH	2.00	256	3,200	0.133	
	LT	1.00	693	1,600	0.433 *	LOS: E

* - Denotes critical movement

INT #10 - Eastern Av & City Terrace Dr
Existing Plus Ambient Plus Project
AM



404
78
150



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE
665
TVE = 1.0
NB Equivalent = NBT + NBR
860

SB: NBT + NBL = TVE
1131
TVE = 1.0
SB Equivalent = SBT + SBR
870

LOS = $\frac{NBE + SBL}{1600}$
LOS = $\frac{NBL + SBE}{1600}$

0.589
0.741

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100
1.236

EB: WBT + WBL = TVE
130
TVE = 1.0
EB Equivalent = EBL(TVE) + EBT + EBR
632

WB: EBT + EBL = TVE
482
TVE = 2.0
WB Equivalent = WBL(TVE) + WBT + WBR
296

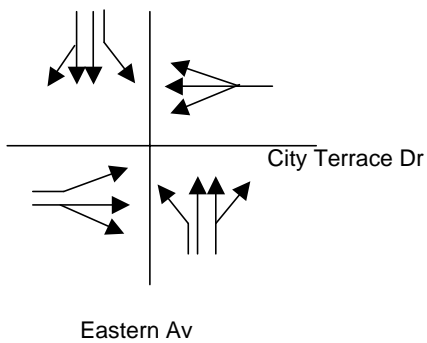
* due to shared LTR:
WBL = WBL - EBL
if less than 0, use 0

-367 **0**

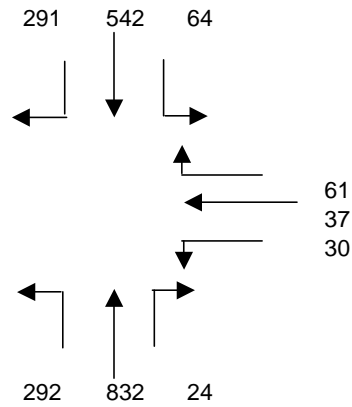
LOS = $\frac{EBE + WBL}{1600}$
LOS = $\frac{EBL + WBE}{1600}$

0.395
0.185

INT #10 - Eastern Av & City Terrace Dr
Existing Plus Ambient Plus Project
PM



377
32
301



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE
606

TVE = 1.0

NB Equivalent = NBT + NBR
856

SB: NBT + NBL = TVE
1124

TVE = 1.0

SB Equivalent = SBT + SBR
833

LOS = $\frac{NBE + SBL}{1600}$

0.575

LOS = $\frac{NBL + SBE}{1600}$

0.703

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

1.119

EB: WBT + WBL = TVE
67

TVE = 1.0

EB Equivalent = EBL(TVE) + EBT + EBR
710

WB: EBT + EBL = TVE
409

TVE = 2.0

WB Equivalent = WBL(TVE) + WBT + WBR
158

* due to shared LTR:

WBL = WBL - EBL
if less than 0, use 0

-347 **0**

LOS = $\frac{EBE + WBL}{1600}$

0.444

LOS = $\frac{EBL + WBE}{1600}$

0.099

Cumulative Base (2030)

CalcaDB































INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

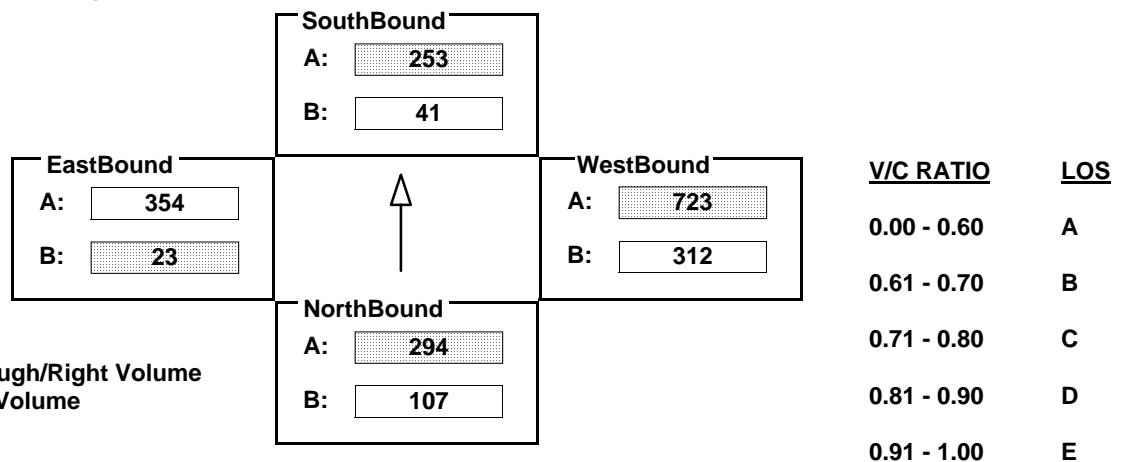
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	107	83	104	41	192	20	312	2094	76	23	756	306
AMBIENT												
RELATED												
PROJECT												
TOTAL	107	83	104	41	192	20	312	2094	76	23	756	306
LANE	       	       	       	     								
	0	0	0	1	0	0	0	0	0	1	0	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Split		Auto	Split		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{294 + 253 + 723 + 23}{*1425} = 0.837 \quad \text{LOS} = D$$































INTERSECTION DATA SUMMARY SHEET

N/S: **Worth St/Boca Dr** W/E: **Valley Bl** I/S No: **5**

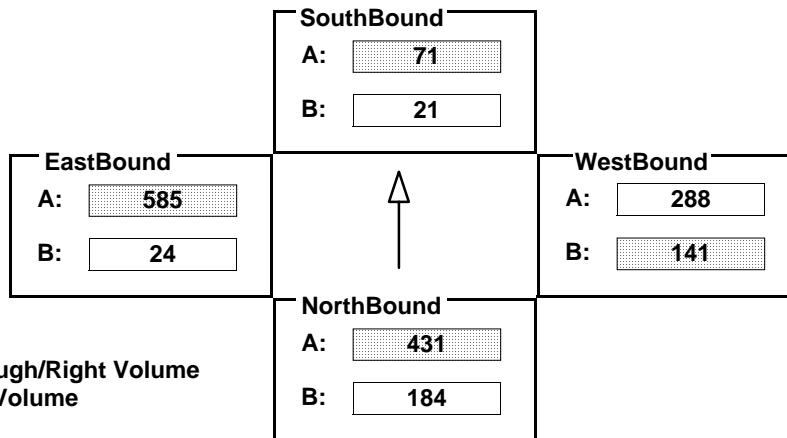
AM/PM: **PM** Comments: **Cumulative Base Conditions**

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	184	30	217	21	38	12	141	840	23	24	1483	271
AMBIENT												
RELATED												
PROJECT												
TOTAL	184	30	217	21	38	12	141	840	23	24	1483	271
LANE	  	  	  	  	  	  	  	  	  	  		
	0	0	0	1	0	0	0	0	0	0	0	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Split		Auto	Split		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{431 + 71 + 141 + 585}{*1425} = 0.792$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

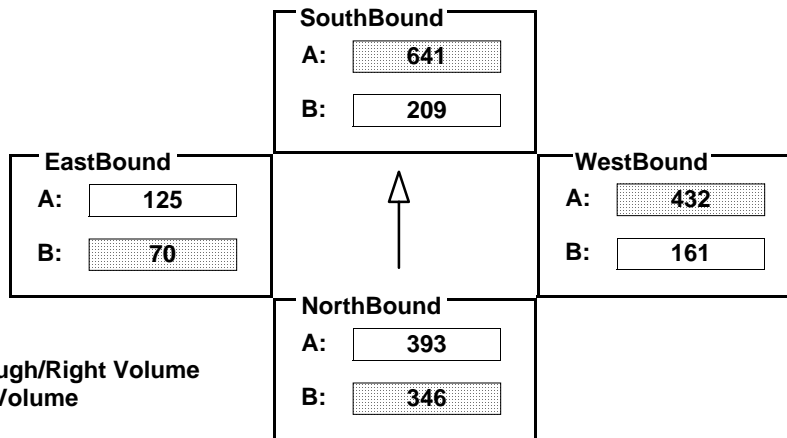
AM/PM: Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	346	107	393	209	1348	574	161	141	130	70	115	125
AMBIENT												
RELATED												
PROJECT												
TOTAL	346	107	393	209	1348	574	161	141	130	70	115	125
LANE												
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{346 + 641 + 432 + 70}{*1500} = 0.923$$

LOS = E


































INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

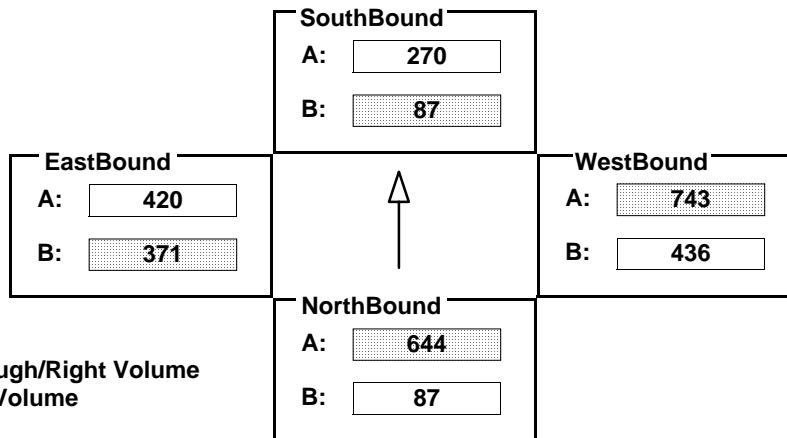
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	87	1110	177	87	747	62	436	104	203	371	105	420
AMBIENT												
RELATED												
PROJECT												
TOTAL	87	1110	177	87	747	62	436	104	203	371	105	420
LANE	  	  	  	  	  	  	  	  	  	  	  	
	1	0	1	0	1	0	0	1	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{644 + 87 + 743 + 371}{*1500} = 1.160$$

LOS = F

**Existing plus Ambient Growth plus Project plus Cumulative Projects
(Cumulative plus Project) (2030)**

Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		HERBERT AV & MEDFORD ST				
Description:		EXISTING + AMBIENT + PROJECT + CUMULATIVE PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.316 *
	TH	0.62	117	996	0.118	N-S(2): 0.118
	LT	1.38	259	1,763	0.147 *	E-W(1): 0.303 *
Westbound	RT	1.00	610	1,600	0.264	E-W(2): 0.264
	TH	0.00	0	0	0.000	
	LT	1.00	484	1,600	0.303 *	V/C: 0.619
Northbound	RT	1.00	216	1,600	0.000	Lost Time: 0.100
	TH	1.00	271	1,600	0.169 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.719
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: C
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.340 *
	TH	0.52	186	839	0.222	N-S(2): 0.222
	LT	1.48	523	1,888	0.277 *	E-W(1): 0.161 *
Westbound	RT	1.00	266	1,600	0.000	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	1.00	257	1,600	0.161 *	V/C: 0.501
Northbound	RT	1.00	238	1,600	0.000	Lost Time: 0.100
	TH	1.00	100	1,600	0.063 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.601
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: B

* - Denotes critical movement

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2

Average Delay (sec/veh): 10.4 Worst Case Level Of Service: F[80.5]

```

*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      1 0 1 0 1      1 0 1 1 0      0 0 1! 0 0      0 1 0 0 1
-----|-----|-----|-----|

```

Volume Module:

```

Base Vol:      121 491      87      8 540      7      11 43 215      61 7 7
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      121 491      87      8 540      7      11 43 215      61 7 7
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      121 491      87      8 540      7      11 43 215      61 7 7
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Final Vol.:      121 491      87      8 540      7      11 43 215      61 7 7
-----|-----|-----|-----|

```

Critical Gap Module:

```

Critical Gp:      4.1 xxxx xxxxx      4.1 xxxx xxxxx      7.1 6.5 6.2      7.1 6.5 6.2
FollowUpTim:      2.2 xxxx xxxxx      2.2 xxxx xxxxx      3.5 4.0 3.3      3.5 4.0 3.3
-----|-----|-----|-----|

```

Capacity Module:

```

Cnflct Vol:      547 xxxx xxxxx      578 xxxx xxxxx      1343 1380 274      1041 1296 491
Potent Cap.:      1033 xxxx xxxxx      1006 xxxx xxxxx      130 146 770      210 164 582
Move Cap.:      1033 xxxx xxxxx      1006 xxxx xxxxx      112 128 770      102 143 582
Volume/Cap:      0.12 xxxx xxxxx      0.01 xxxx xxxxx      0.10 0.34 0.28      0.60 0.05 0.01
-----|-----|-----|-----|

```

Level Of Service Module:

```

Queue:      0.4 xxxx xxxxx      0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Stopped Del:      8.9 xxxx xxxxx      8.6 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 11.3
LOS by Move:      A * *      A * *      * * *      * * *      B
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.:      xxxx xxxx xxxxx      xxxx xxxx xxxxx      xxxx 377 xxxxx      105 xxxx xxxxx
SharedQueue:      xxxx xxxx xxxxx      xxxx xxxx xxxxx      xxxx 5.4 xxxxx      3.2 xxxx xxxxx
Shrd StpDel:      xxxx xxxx xxxxx      xxxx xxxx xxxxx      xxxx 35.1 xxxxx      87.7 xxxx xxxxx
Shared LOS:      * * *      * * *      * E *      F * *
ApproachDel:      xxxxxx      xxxxxx      35.1      80.5
ApproachLOS:      *      *      E      F

```

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2

Average Delay (sec/veh): 8.4 Worst Case Level Of Service: E[46.8]

```

*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Uncontrolled    Uncontrolled    Stop Sign      Stop Sign
Rights:         Include         Include         Include         Include
Lanes:          1  0  1  0  1    1  0  1  1  0    0  0  1! 0  0    0  1  0  0  1
-----|-----|-----|-----|

```

Volume Module:

```

Base Vol:      146  366    61    5  429    16    19  35  133    69  29  12
Growth Adj:    1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    146  366    61    5  429    16    19  35  133    69  29  12
User Adj:       1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:        1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     146  366    61    5  429    16    19  35  133    69  29  12
Reduct Vol:      0    0    0    0    0    0    0    0    0    0    0    0
Final Vol.:     146  366    61    5  429    16    19  35  133    69  29  12
-----|-----|-----|-----|

```

Critical Gap Module:

```

Critical Gp:    4.1 xxxx xxxxx    4.1 xxxx xxxxx    7.1  6.5  6.2    7.1  6.5  6.2
FollowUpTim:    2.2 xxxx xxxxx    2.2 xxxx xxxxx    3.5  4.0  3.3    3.5  4.0  3.3
-----|-----|-----|-----|

```

Capacity Module:

```

Cnflct Vol:     445 xxxx xxxxx    427 xxxx xxxxx    1156 1166  223    900 1113  366
Potent Cap.:    1126 xxxx xxxxx    1143 xxxx xxxxx    175  196  822    262  210  684
Move Cap.:      1126 xxxx xxxxx    1143 xxxx xxxxx    136  169  822    166  182  684
Volume/Cap:     0.13 xxxx xxxxx    0.00 xxxx xxxxx    0.14 0.21 0.16    0.42 0.16 0.02
-----|-----|-----|-----|

```

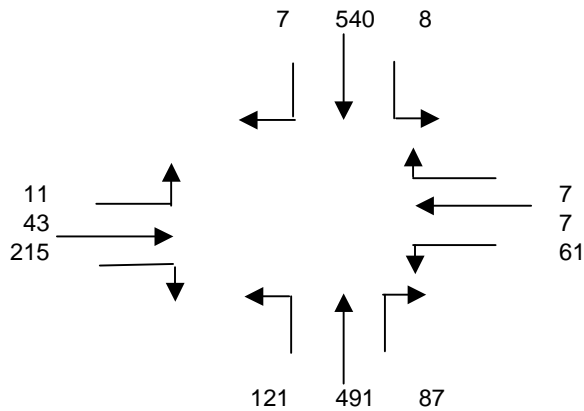
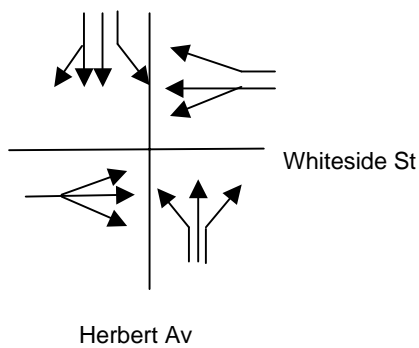
Level Of Service Module:

```

Queue:          0.4 xxxx xxxxx    0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.1
Stopped Del:     8.7 xxxx xxxxx    8.2 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 10.4
LOS by Move:     A  *      *      A  *      *      *      *      *      *      *      *      B
Movement:        LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:     xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  368 xxxxx  171 xxxx xxxxx
SharedQueue:     xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  2.8 xxxxx  3.0 xxxx xxxxx
Shrd StpDel:     xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  24.5 xxxxx  51.3 xxxx xxxxx
Shared LOS:       *      *      *      *      *      *      *      *      *      *      *
ApproachDel:     xxxxxx          xxxxxx          24.5          46.8
ApproachLOS:      *              *              C              E

```

INT #2 - Herbert Av & Whiteside St
Existing Plus Ambient Plus Project Plus Cumulative Project
AM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE

548

TVE = 1.0

NB Equivalent = NBL(TVE) + NBT + NBR

699

SB: NBT + NBL = TVE

612

TVE = 1.0

SB Equivalent = SBL(TVE) + SBT + SBR

555

$$\text{LOS} = \frac{\text{NBE} + \text{SBL}}{1600}$$

0.442

$$\text{LOS} = \frac{\text{NBL} + \text{SBE}}{1600}$$

0.423

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.715

EB: WBT + WBL = TVE

68

TVE = 1.1

EB Equivalent = EBL(TVE) + EBT + EBR

270

WB: EBT + EBL = TVE

54

TVE = 1.1

WB Equivalent = WBL(TVE) + WBT + WBR

81

* due to shared LTR:

EBL = EBL - WBL -50

0

if less than 0, use 0

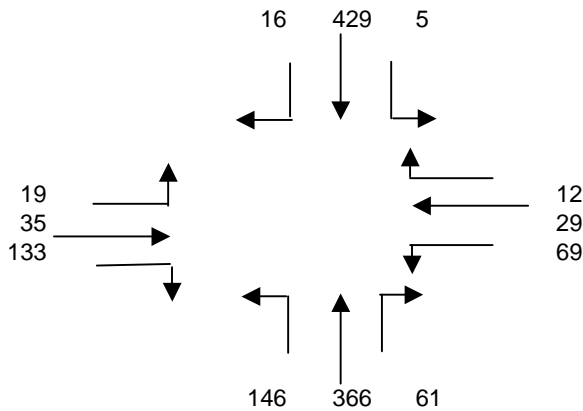
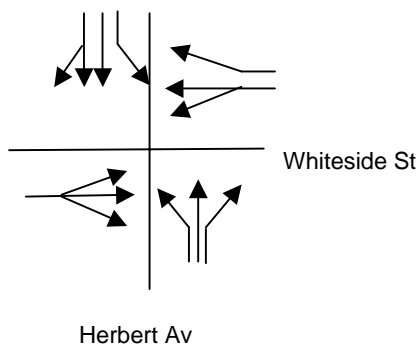
$$\text{LOS} = \frac{\text{EBE} + \text{WBL}}{1600}$$

0.173

$$\text{LOS} = \frac{\text{EBL} + \text{WBE}}{1600}$$

0.051

INT #2 - Herbert Av & Whiteside St
Existing Plus Ambient Plus Project Plus Cumulative Project
PM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE

434

TVE = 1.0

NB Equivalent = NBL(TVE) + NBT + NBR

573

SB: NBT + NBL = TVE

512

TVE = 1.0

SB Equivalent = SBL(TVE) + SBT + SBR

450

$$\text{LOS} = \frac{\text{NBE} + \text{SBL}}{1600}$$

0.361

$$\text{LOS} = \frac{\text{NBL} + \text{SBE}}{1600}$$

0.373

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.598

EB: WBT + WBL = TVE

98

TVE = 1.1

EB Equivalent = EBL(TVE) + EBT + EBR

189

WB: EBT + EBL = TVE

54

TVE = 1.1

WB Equivalent = WBL(TVE) + WBT + WBR

117

* due to shared LTR:

EBL = EBL - WBL -50

0

if less than 0, use 0

$$\text{LOS} = \frac{\text{EBE} + \text{WBL}}{1600}$$

0.126

$$\text{LOS} = \frac{\text{EBL} + \text{WBE}}{1600}$$

0.073

Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		HERBERT AV & CITY TERRACE DR				
Description:		EXISTING + AMBIENT + PROJECT + CUMULATIVE PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	328	1,600	0.000	N-S(1): 0.086 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	2.00	221	2,560	0.086 *	E-W(1): 0.132
Westbound	RT	1.00	645	1,600	0.334 *	E-W(2): 0.592 *
	TH	2.00	595	3,200	0.186	
	LT	0.00	0	0	0.000	V/C: 0.678
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.778
	TH	2.00	421	3,200	0.132	
	LT	1.00	413	1,600	0.258 *	LOS: C
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	293	1,600	0.013	N-S(1): 0.059 *
	TH	0.00	0	0	0.000	N-S(2): 0.013
	LT	2.00	151	2,560	0.059 *	E-W(1): 0.144
Westbound	RT	1.00	531	1,600	0.285 *	E-W(2): 0.456 *
	TH	2.00	425	3,200	0.133	
	LT	0.00	0	0	0.000	V/C: 0.515
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.615
	TH	2.00	461	3,200	0.144	
	LT	1.00	273	1,600	0.171 *	LOS: B

* - Denotes critical movement

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4

Average Delay (sec/veh): 16.4 Worst Case Level Of Service: F[77.5]

```

*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Stop Sign      Stop Sign      Uncontrolled      Uncontrolled
Rights:         Include      Include      Include      Include
Lanes:          0 0 1! 0 0      0 1 0 0 1      0 0 1 1 0      1 0 1 1 0
-----|-----|-----|-----|

```

Volume Module:

```

Base Vol:      17      0      18      136      2      274      0 597      7      7 965      5
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    17      0      18      136      2      274      0 597      7      7 965      5
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     17      0      18      136      2      274      0 597      7      7 965      5
Reduct Vol:      0      0      0      0      0      0      0 0      0      0 0      0
Final Vol.:     17      0      18      136      2      274      0 597      7      7 965      5
-----|-----|-----|-----|

```

Critical Gap Module:

```

Critical Gp:    7.5 xxxx      6.9      7.5 6.5 6.9 xxxxx xxxxx xxxxx      4.1 xxxx xxxxx
FollowUpTim:    3.5 xxxx      3.3      3.5 4.0 3.3 xxxxx xxxxx xxxxx      2.2 xxxx xxxxx
-----|-----|-----|-----|

```

Capacity Module:

```

Cnflct Vol: 1098 xxxx      302      1280 1586      485      xxxxx xxxxx xxxxx      604 xxxx xxxxx
Potent Cap.: 170 xxxx      700      125 109      533      xxxxx xxxxx xxxxx      984 xxxx xxxxx
Move Cap.:     81 xxxx      700      121 109      533      xxxxx xxxxx xxxxx      984 xxxx xxxxx
Volume/Cap: 0.21 xxxx      0.03      1.12 0.02 0.51 xxxxx xxxxx xxxxx      0.01 xxxx xxxxx
-----|-----|-----|-----|

```

Level Of Service Module:

```

Queue:          xxxxx xxxx xxxxx xxxxx xxxxx      2.9 xxxxx xxxxx xxxxx      0.0 xxxx xxxxx
Stopped Del:xxxx xxxxx xxxxx xxxxx xxxxx      18.7 xxxxx xxxxx xxxxx      8.7 xxxx xxxxx
LOS by Move:     *      *      *      *      *      C      *      *      *      A      *      *
Movement:        LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxx 149 xxxxx      121 xxxx xxxxx      xxxxx xxxxx xxxxx      xxxxx xxxx xxxxx
SharedQueue:xxxx 0.9 xxxxx      8.3 xxxx xxxxx      xxxxx xxxxx xxxxx      xxxxx xxxx xxxxx
Shrd StpDel:xxxx 36.5 xxxxx      194.5 xxxx xxxxx      xxxxx xxxxx xxxxx      xxxxx xxxx xxxxx
Shared LOS:      *      E      *      F      *      *      *      *      *      *      *      *
ApproachDel:      36.5      77.5      xxxxxx      xxxxxx
ApproachLOS:      E      F      *      *

```

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4

Average Delay (sec/veh): 13.1 Worst Case Level Of Service: E[45.9]

```

*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:        Stop Sign      Stop Sign      Uncontrolled    Uncontrolled
Rights:         Include        Include        Include         Include
Lanes:          0  0  1!  0  0    0  1  0  0  1    0  0  1  1  0    1  0  1  1  0
-----|-----|-----|-----|

```

Volume Module:

```

Base Vol:      12    0    11    187    14    278    0  572    7    14  597    34
Growth Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:    12    0    11    187    14    278    0  572    7    14  597    34
User Adj:       1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:        1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:     12    0    11    187    14    278    0  572    7    14  597    34
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Final Vol.:     12    0    11    187    14    278    0  572    7    14  597    34
-----|-----|-----|-----|

```

Critical Gap Module:

```

Critical Gp:    7.5  xxxx    6.9    7.5  6.5    6.9  xxxxx  xxxx  xxxxx    4.1  xxxx  xxxxx
FollowUpTim:    3.5  xxxx    3.3    3.5  4.0    3.3  xxxxx  xxxx  xxxxx    2.2  xxxx  xxxxx
-----|-----|-----|-----|

```

Capacity Module:

```

Cnflict Vol:    909  xxxx    290    928 1221    316  xxxxx  xxxx  xxxxx    579  xxxx  xxxxx
Potent Cap.:    233  xxxx    713    226  181    686  xxxxx  xxxx  xxxxx    1005  xxxx  xxxxx
Move Cap.:      129  xxxx    713    220  179    686  xxxxx  xxxx  xxxxx    1005  xxxx  xxxxx
Volume/Cap:     0.09  xxxx    0.02    0.85  0.08    0.41  xxxxx  xxxx  xxxxx    0.01  xxxx  xxxxx
-----|-----|-----|-----|

```

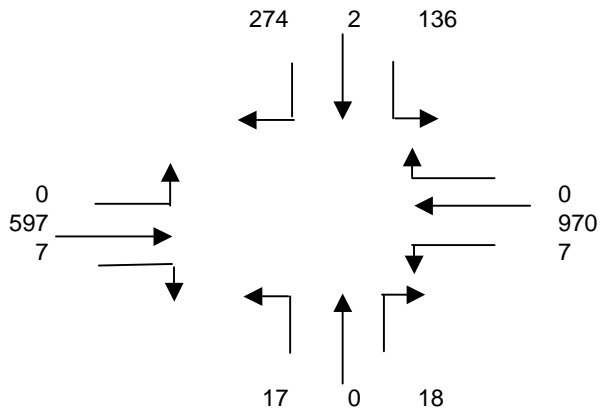
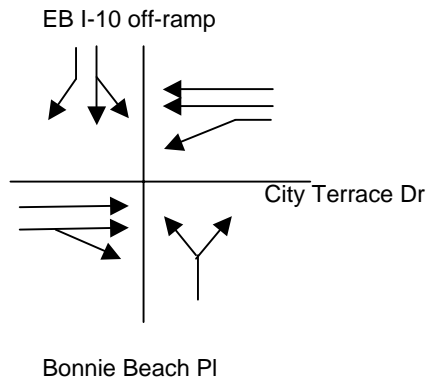
Level Of Service Module:

```

Queue:          xxxxx  xxxx  xxxxx  xxxxx  xxxx    2.0  xxxxx  xxxx  xxxxx    0.0  xxxx  xxxxx
Stopped Del:xxxx  xxxx  xxxxx  xxxxx  xxxx    13.8  xxxxx  xxxx  xxxxx    8.6  xxxx  xxxxx
LOS by Move:     *    *    *      *    *    B      *    *    *      A    *    *
Movement:       LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:    xxxx  212  xxxxx  217  xxxx  xxxxx  xxxx  xxxx  xxxxx  xxxx  xxxx  xxxxx
SharedQueue:xxxx  0.4  xxxxx  7.8  xxxx  xxxxx  xxxxx  xxxx  xxxxx  xxxxx  xxxx  xxxxx
Shrd StpDel:xxxx  24.0  xxxxx  90.3  xxxx  xxxxx  xxxxx  xxxx  xxxxx  xxxxx  xxxx  xxxxx
Shared LOS:      *    C    *      F    *    *      *    *    *      *    *    *
ApproachDel:     24.0              45.9              xxxxxx          xxxxxx
ApproachLOS:      C              E              *              *

```

INT #4 - Bonnie Beach PI/EB I-10 off-ramp & City Terrace Dr
Existing Plus Ambient Plus Project Plus Cumulative Project
AM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: $SBT + SBL = TVE$
138

$TVE = 1.1$

NB Equivalent = $NBL(TVE) + NBT + NBR$
36.7

SB: $NBT + NBL = TVE$
17

$TVE = 1.1$

SB Equivalent = $SBL(TVE) + SBT + SBR$
426

EB: $WBT + WBL = TVE$
977

$TVE = 1.0$

EB Equivalent = $EBL(TVE) + EBT + EBR$
604

WB: $EBT + EBL = TVE$
597

$TVE = 1.0$

WB Equivalent = $WBL(TVE) + WBT + WBR$
977

* due to shared LR:

$NBL = NBL - SBL$
 if less than 0, use 0

-119 0

$LOS = \frac{NBE + SBL}{1600}$

0.108

$LOS = \frac{NBL + SBE}{1600}$

0.266

$LOS = \frac{EBE + WBL}{1600}$

0.382

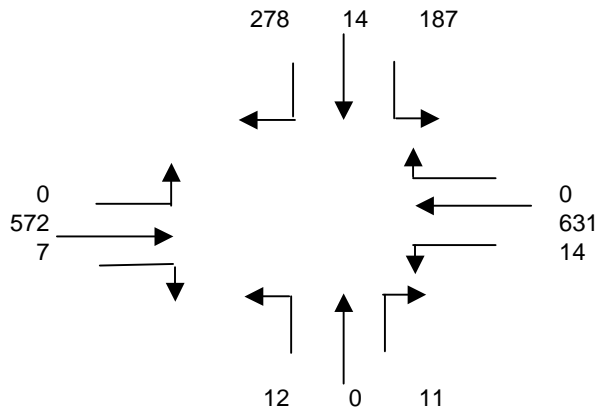
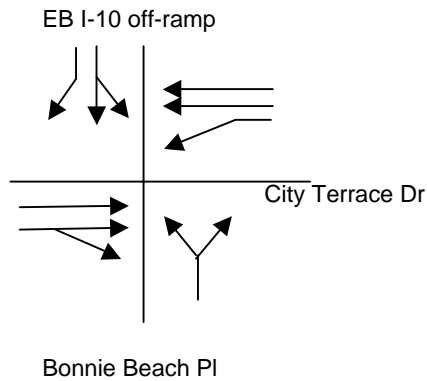
$LOS = \frac{EBL + WBE}{1600}$

0.611

$LOS = \text{Highest NB/SB LOS} + \text{Highest EB/WB LOS} + .100$

0.977

INT #4 - Bonnie Beach PI/EB I-10 off-ramp & City Terrace Dr
Existing Plus Ambient Plus Project Plus Cumulative Project
PM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE
201

TVE = 2.0

NB Equivalent = NBL(TVE) + NBT + NBR
35

SB: NBT + NBL = TVE
12

TVE = 1.1

SB Equivalent = SBL(TVE) + SBT + SBR
498

EB: WBT + WBL = TVE
645

TVE = 1.0

EB Equivalent = EBL(TVE) + EBT + EBR
579

WB: EBT + EBL = TVE
572

TVE = 1.0

WB Equivalent = WBL(TVE) + WBT + WBR
645

* due to shared LR:

NBL = NBL - SBL
-175 0
if less than 0, use 0

LOS = $\frac{NBE + SBL}{1600}$ **0.139**
LOS = $\frac{NBL + SBE}{1600}$ **0.311**

LOS = $\frac{EBE + WBL}{1600}$ **0.371**
LOS = $\frac{EBL + WBE}{1600}$ **0.403**

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.814






















INTERSECTION DATA SUMMARY SHEET

N/S: **Worth St/Boca Dr** W/E: **Valley Bl** I/S No: **5**

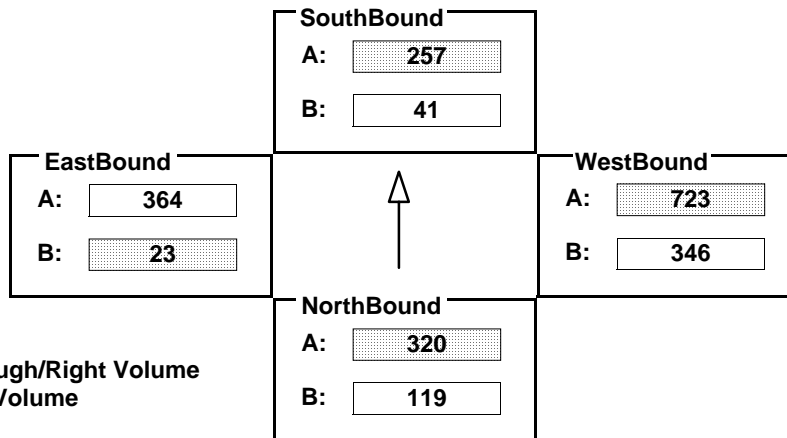
AM/PM: **AM** Comments: **Cumulative Plus Project Conditions**

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND											
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT									
EXISTING	119	85	116	41	196	20	346	2094	76	23	756	336									
AMBIENT																					
RELATED																					
PROJECT																					
TOTAL	119	85	116	41	196	20	346	2094	76	23	756	336									
LANE	      	0	0	0	1	0	0	0	      	0	0	0	0	1	0	2	0	1	0	0	      
SIGNAL	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR						
	Split		Auto		Split		Auto		Perm		Auto		Perm		Auto						

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{320 + 257 + 723 + 23}{*1425} = 0.858$$

LOS = D





























INTERSECTION DATA SUMMARY SHEET

N/S: **Worth St/Boca Dr** W/E: **Valley Bl** I/S No: **5**

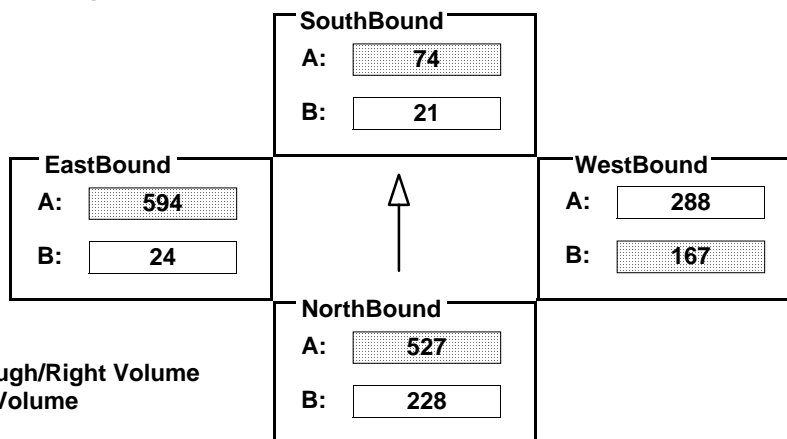
AM/PM: **PM** Comments: **Cumulative Plus Project Conditions**

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	228	36	263	21	41	12	167	840	23	24	1483	299
AMBIENT												
RELATED												
PROJECT												
TOTAL	228	36	263	21	41	12	167	840	23	24	1483	299
LANE	      			      			      			      		
	0	0	0	1	0	0	0	0	0	0	0	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Split		Auto	Split		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{527 + 74 + 167 + 594}{*1425} = 0.886 \quad \text{LOS} = D$$

Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		EASTERN AV & MEDFORD ST				
Description:		EXISTING + AMBIENT + PROJECT + CUMULATIVE PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	58	1,600	0.000	N-S(1): 0.278
	TH	2.00	831	3,200	0.260 *	N-S(2): 0.616 *
	LT	0.00	0	0	0.000	E-W(1): 0.000
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.038 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.654
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	1.00	444	1,600	0.278	
	LT	1.00	569	1,600	0.356 *	
Eastbound	RT	2.00	300	3,200	0.000	ICU: 0.754
	TH	0.00	0	0	0.000	
	LT	1.00	60	1,600	0.038 *	LOS: C
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	48	1,600	0.000	N-S(1): 0.406 *
	TH	2.00	537	3,200	0.168	N-S(2): 0.347
	LT	0.00	0	0	0.000 *	E-W(1): 0.079 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.078
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.485
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	1.00	650	1,600	0.406 *	
	LT	1.00	287	1,600	0.179	
Eastbound	RT	2.00	540	3,200	0.079 *	ICU: 0.585
	TH	0.00	0	0	0.000	
	LT	1.00	125	1,600	0.078	LOS: A

* - Denotes critical movement

INTERSECTION DATA SUMMARY SHEET

N/S: **Paseo Rancho Castillo/Eastern** W/E: **Eastern Av/State University Dr** I/S No: **7**

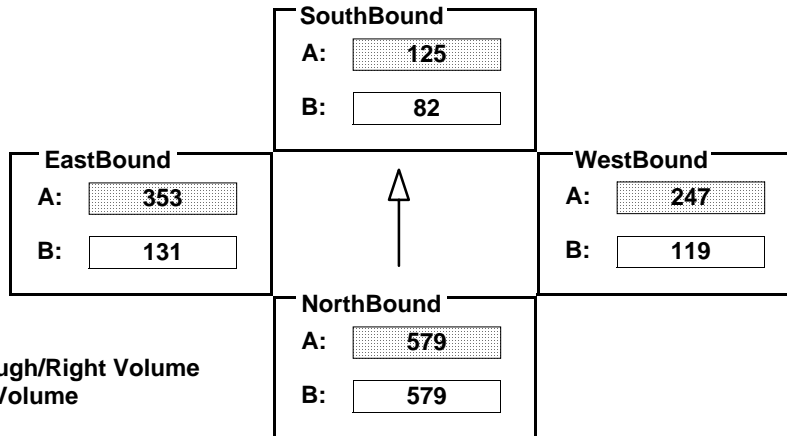
AM/PM: **AM** Comments: **Existing + Ambient + Project + CP**

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	869	763	104	82	125	43	119	382	111	131	118	1167
AMBIENT												
RELATED												
PROJECT												
TOTAL	869	763	104	82	125	43	119	382	111	131	118	1167
LANE	<div> <div>↩</div> <div>↩</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↗</div> <div>↖</div> </div>	<div> <div>↩</div> <div>↩</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↗</div> <div>↖</div> </div>	<div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↗</div> <div>↖</div> </div>	<div> <div>↩</div> <div>↩</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↗</div> <div>↖</div> </div>	<div> <div>↩</div> <div>↩</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↗</div> <div>↖</div> </div>	<div> <div>↩</div> <div>↩</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↗</div> <div>↖</div> </div>	<div> <div>↩</div> <div>↩</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↗</div> <div>↖</div> </div>	<div> <div>↩</div> <div>↩</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↗</div> <div>↖</div> </div>	<div> <div>↩</div> <div>↩</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↗</div> <div>↖</div> </div>	<div> <div>↩</div> <div>↩</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↗</div> <div>↖</div> </div>	<div> <div>↩</div> <div>↩</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↗</div> <div>↖</div> </div>	<div> <div>↩</div> <div>↩</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↗</div> <div>↖</div> </div>
	1	1	0	0	1	0	0	0	1	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Split	Auto	Split	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{579 + 125 + 247 + 353}{1375} = 0.948 \quad \text{LOS} = E$$
































INTERSECTION DATA SUMMARY SHEET

N/S:	Paseo Rancho Castillo/Eastern	W/E:	Eastern Av/State University Dr	I/S No:	7
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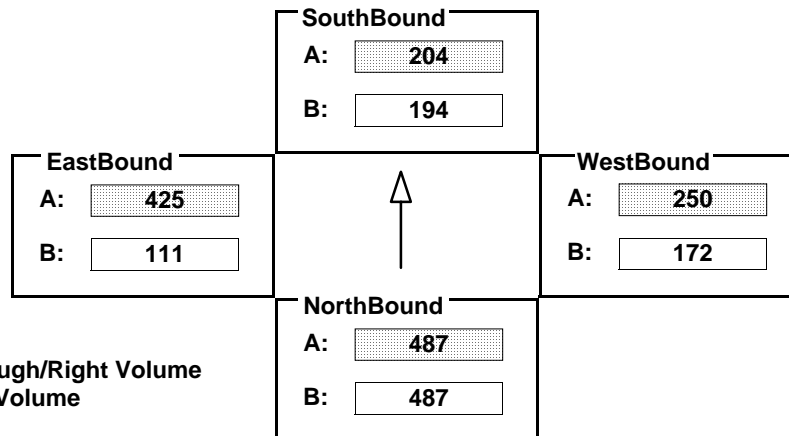
AM/PM: PM	Comments: Existing + Ambient + Project + CP
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COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND																
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT														
EXISTING	797	570	94	194	204	88	172	374	126	111	130	1217														
AMBIENT																										
RELATED																										
PROJECT																										
TOTAL	797	570	94	194	204	88	172	374	126	111	130	1217														
LANE	       			       			       			      																
	1	1	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0	2	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR											
SIGNAL	Split		Auto		Split		Auto		Split		Auto		Split		Auto											

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
*** = ATSAC Benefit**

<u>V/C RATIO</u>	<u>LOS</u>
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = $A(N/B)$ + $A(S/B)$

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{487 + 204 + 250 + 425}{1375} = 0.993 \quad \text{LOS} = \text{E}$$

Project Title:		WHITESIDE REDEVELOPMENT PROJECT						
Intersection:		EASTERN AV & EB I-10 ON-RAMP						
Description:		EXISTING + AMBIENT + PROJECT + CUMULATIVE PROJECT CONDITIONS						
Date/Time:		AM PEAK HOUR (7:30-8:30)						
Thru Lane:		1600 vph			N-S Split Phase :		N	
Left Lane:		1600 vph			E-W Split Phase :		N	
Double Lt Penalty:		20 %			Lost Time (% of cycle) :		10	
ITS:		0 %			V/C Round Off (decs.) :		3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS		
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.512 *	
	TH	2.00	1,210	3,200	0.378		N-S(2):	0.378
	LT	2.00	283	2,560	0.111 *		E-W(1):	0.000 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.000 *	
	TH	0.00	0	0	0.000 *		V/C:	0.512
	LT	0.00	0	0	0.000 *			Lost Time:
Northbound	RT	0.00	269	0	0.000	ICU:		0.612
	TH	3.00	1,656	4,800	0.401 *			
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000	LOS:	B	
	TH	0.00	0	0	0.000 *			
	LT	0.00	0	0	0.000 *			

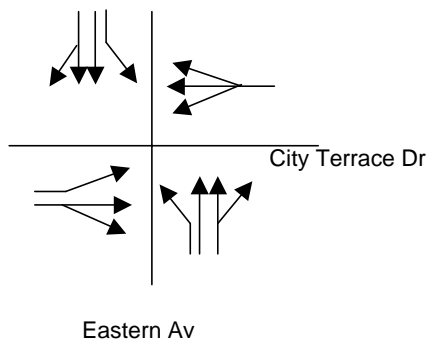
Date/Time:		PM PEAK HOUR (7:30-8:30)						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS		
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.600 *	
	TH	2.00	1,193	3,200	0.373		N-S(2):	0.373
	LT	2.00	458	2,560	0.179 *		E-W(1):	0.000 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.000 *	
	TH	0.00	0	0	0.000 *		V/C:	0.600
	LT	0.00	0	0	0.000 *			Lost Time:
Northbound	RT	0.00	261	0	0.000	ICU:		0.700
	TH	3.00	1,758	4,800	0.421 *			
	LT	0.00	0	0	0.000			
Eastbound	RT	0.00	0	0	0.000	LOS:	B	
	TH	0.00	0	0	0.000 *			
	LT	0.00	0	0	0.000 *			

* - Denotes critical movement

Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		EASTERN AV & RAMONA BL/I-10 EB OFF-RAMP/I-10 & 1-710 NB & SB ON-RAMP				
Description:		EXISTING + AMBIENT + PROJECT + CUMULATIVE PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	365	0	0.000	N-S(1): 0.352 *
	TH	2.00	583	3,200	0.296	N-S(2): 0.331
	LT	1.00	230	1,600	0.144 *	E-W(1): 0.307
Westbound	RT	1.00	294	1,600	0.040 *	E-W(2): 0.467 *
	TH	1.00	16	1,600	0.010	
	LT	1.00	196	1,600	0.123	V/C: 0.819
Northbound	RT	1.00	227	1,600	0.019	Lost Time: 0.100
	TH	3.00	998	4,800	0.208 *	
	LT	1.00	56	1,600	0.035	
Eastbound	RT	0.00	185	0	0.000	ICU: 0.919
	TH	2.00	404	3,200	0.184	
	LT	1.00	683	1,600	0.427 *	LOS: E
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	335	0	0.000	N-S(1): 0.378 *
	TH	2.00	575	3,200	0.284	N-S(2): 0.331
	LT	1.00	275	1,600	0.172 *	E-W(1): 0.252
Westbound	RT	1.00	383	1,600	0.068 *	E-W(2): 0.501 *
	TH	1.00	16	1,600	0.010	
	LT	1.00	185	1,600	0.116	V/C: 0.879
Northbound	RT	1.00	280	1,600	0.059	Lost Time: 0.100
	TH	3.00	990	4,800	0.206 *	
	LT	1.00	75	1,600	0.047	
Eastbound	RT	0.00	178	0	0.000	ICU: 0.979
	TH	2.00	256	3,200	0.136	
	LT	1.00	693	1,600	0.433 *	LOS: E

* - Denotes critical movement

INT #10 - Eastern Av & City Terrace Dr
Existing Plus Ambient Plus Project Plus Cumulative Project
AM



404
78
188

287 669 82
129
93
37
320 843 44

Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE
751
TVE = 1.0
NB Equivalent = NBT + NBR
887

SB: NBT + NBL = TVE
1163
TVE = 1.0
SB Equivalent = SBT + SBR
956

LOS = $\frac{NBE + SBL}{1600}$
LOS = $\frac{NBL + SBE}{1600}$

0.606
0.798

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

1.316

EB: WBT + WBL = TVE
130
TVE = 1.0
EB Equivalent = EBL(TVE) + EBT + EBR
670

WB: EBT + EBL = TVE
482
TVE = 2.0
WB Equivalent = WBL(TVE) + WBT + WBR
296

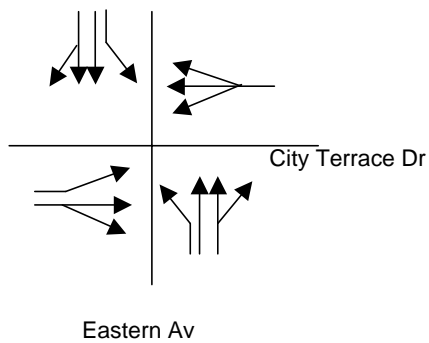
* due to shared LTR:
WBL = WBL - EBL
if less than 0, use 0

-367 **0**

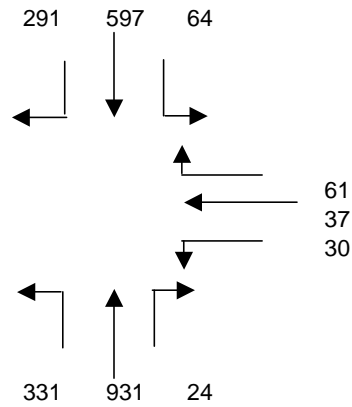
LOS = $\frac{EBE + WBL}{1600}$
LOS = $\frac{EBL + WBE}{1600}$

0.419
0.185

INT #10 - Eastern Av & City Terrace Dr
Existing Plus Ambient Plus Project Plus Cumulative Project
PM



377
32
308



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE

661
TVE = 1.0

NB Equivalent = NBT + NBR
955

SB: NBT + NBL = TVE

1262
TVE = 1.0

SB Equivalent = SBT + SBR
888

LOS = $\frac{NBE + SBL}{1600}$

0.637

LOS = $\frac{NBL + SBE}{1600}$

0.762

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

1.185

EB: WBT + WBL = TVE

67
TVE = 1.0

EB Equivalent = EBL(TVE) + EBT + EBR
717

WB: EBT + EBL = TVE

409
TVE = 2.0

WB Equivalent = WBL(TVE) + WBT + WBR
158

* due to shared LTR:

WBL = WBL - EBL
if less than 0, use 0

-347 **0**

LOS = $\frac{EBE + WBL}{1600}$

0.448

LOS = $\frac{EBL + WBE}{1600}$

0.099

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

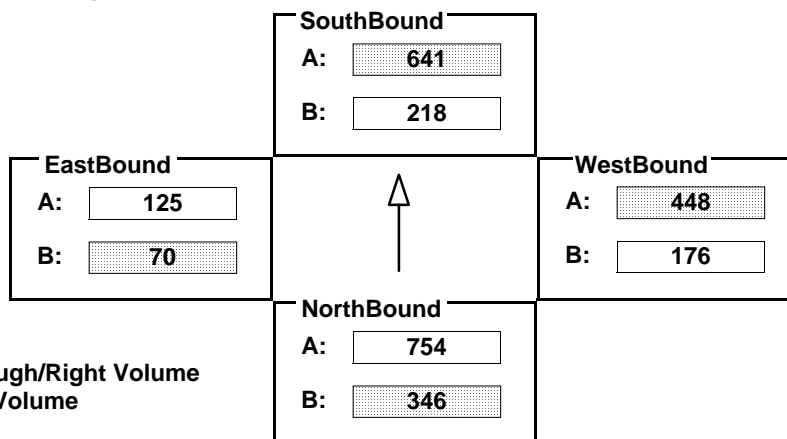
AM/PM: **AM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	346	1071	437	218	1348	574	176	141	131	70	115	125
AMBIENT												
RELATED												
PROJECT												
TOTAL	346	1071	437	218	1348	574	176	141	131	70	115	125
LANE												
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{346 + 641 + 448 + 70}{*1500} = 0.933 \quad \text{LOS} = E$$

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

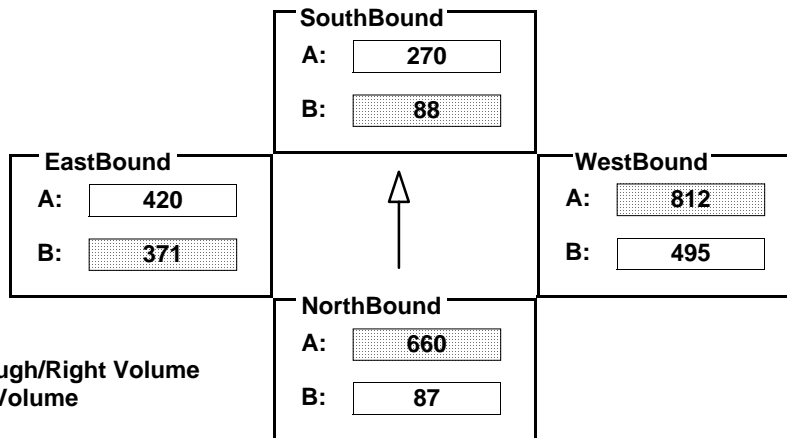
AM/PM: **PM** Comments:

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND							SOUTHBOUND							WESTBOUND							EASTBOUND						
	LT		TH		RT			LT		TH		RT			LT		TH		RT			LT		TH		RT		
EXISTING	87		1110		210			88		747		62			495		104		213			371		105		420		
AMBIENT																												
RELATED																												
PROJECT																												
TOTAL	87		1110		210			88		747		62			495		104		213			371		105		420		
LANE																												
	1		0		1		0		1		0		0		0		0		1		0		0		0		0	
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

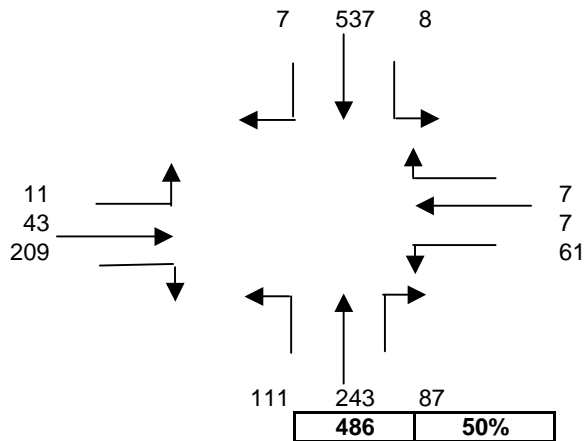
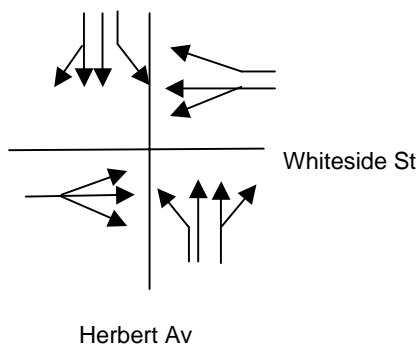
West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{660 + 88 + 812 + 371}{*1500} = 1.217$$

LOS = F

Existing plus Ambient Growth plus Project plus Mitigation (2030)

INT #2 - Herbert Av & Whiteside St
MITIGATION-Existing Plus Ambient Plus Project
AM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE
545

TVE = 1.0

NB Equivalent = NBL(TVE) + NBT + NBR
441

SB: NBT + NBL = TVE
354

TVE = 1.0

SB Equivalent = SBL(TVE) + SBT + SBR
552

LOS = $\frac{NBE + SBL}{1600}$

0.281

LOS = $\frac{NBL + SBE}{1600}$

0.414

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.684

EB: WBT + WBL = TVE
68

TVE = 1.1

EB Equivalent = EBL(TVE) + EBT + EBR
264

WB: EBT + EBL = TVE
54

TVE = 1.1

WB Equivalent = WBL(TVE) + WBT + WBR
81

* due to shared LTR:

EBL = EBL - WBL -50

0

if less than 0, use 0

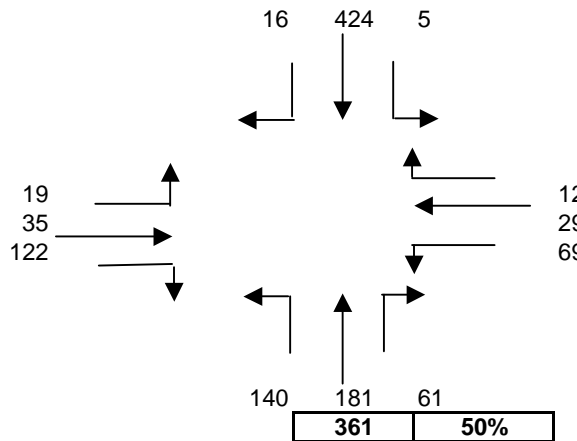
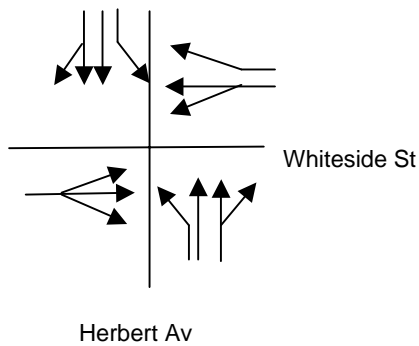
LOS = $\frac{EBE + WBL}{1600}$

0.169

LOS = $\frac{EBL + WBE}{1600}$

0.051

INT #2 - Herbert Av & Whiteside St
MITIGATION-Existing Plus Ambient Plus Project
PM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE
429

TVE = 1.0

NB Equivalent = NBL(TVE) + NBT + NBR
381.5

SB: NBT + NBL = TVE
320.5

TVE = 1.0

SB Equivalent = SBL(TVE) + SBT + SBR
445

LOS = $\frac{NBE + SBL}{1600}$

0.242

LOS = $\frac{NBL + SBE}{1600}$

0.366

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.584

EB: WBT + WBL = TVE
98

TVE = 1.1

EB Equivalent = EBL(TVE) + EBT + EBR
178

WB: EBT + EBL = TVE
54

TVE = 1.1

WB Equivalent = WBL(TVE) + WBT + WBR
117

* due to shared LTR:

EBL = EBL - WBL
if less than 0, use 0

-50 0

LOS = $\frac{EBE + WBL}{1600}$

0.119

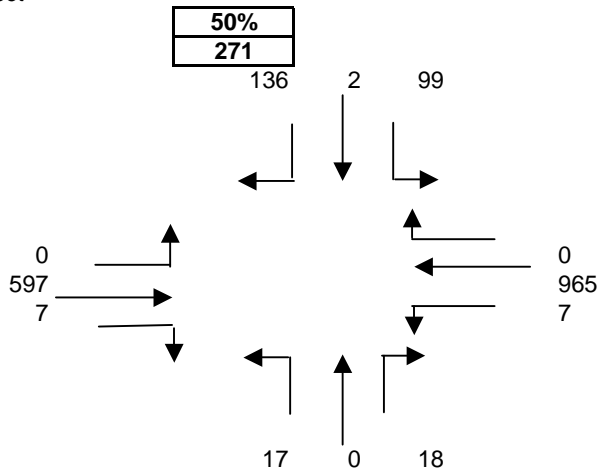
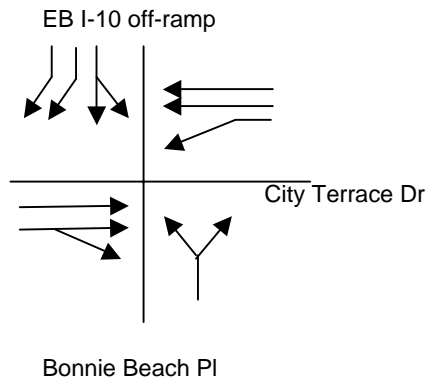
LOS = $\frac{EBL + WBE}{1600}$

0.073

Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		HERBERT AV & WHITESIDE ST				
Description:		EXISTING PLUS AMBIENT PLUS PROJECT CONDITIONS W/MITIGATION				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	7	0	0.000	N-S(1): 0.309 *
	TH	2.00	537	3,200	0.170	N-S(2): 0.239
	LT	1.00	8	1,600	0.005 *	E-W(1): 0.202 *
Westbound	RT	1.00	7	1,600	0.000	E-W(2): 0.050
	TH	1.00	7	1,600	0.043	
	LT	0.00	61	1,600	0.038 *	V/C: 0.511
Northbound	RT	1.00	87	1,600	0.016	Lost Time: 0.100
	TH	1.00	486	1,600	0.304 *	
	LT	1.00	111	1,600	0.069	
Eastbound	RT	0.00	209	0	0.000	ICU: 0.611
	TH	1.00	43	1,600	0.164 *	
	LT	0.00	11	1,600	0.007	LOS: B
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	16	0	0.000	N-S(1): 0.229 *
	TH	2.00	424	3,200	0.138	N-S(2): 0.226
	LT	1.00	5	1,600	0.003 *	E-W(1): 0.153 *
Westbound	RT	1.00	12	1,600	0.004	E-W(2): 0.073
	TH	1.00	29	1,600	0.061	
	LT	0.00	69	1,600	0.043 *	V/C: 0.382
Northbound	RT	1.00	61	1,600	0.000	Lost Time: 0.100
	TH	1.00	361	1,600	0.226 *	
	LT	1.00	140	1,600	0.088	
Eastbound	RT	0.00	122	0	0.000	ICU: 0.482
	TH	1.00	35	1,600	0.110 *	
	LT	0.00	19	1,600	0.012	LOS: A

* - Denotes critical movement

INT #4 - Bonnie Beach PI/EB I-10 off-ramp & City Terrace Dr
MITIGATION-Existing Plus Ambient Plus Project
AM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE

101

TVE = 1.1

NB Equivalent = NBL(TVE) + NBT + NBR

36.7

SB: NBT + NBL = TVE

17

TVE = 1.1

SB Equivalent = SBL(TVE) + SBT + SBR

246

EB: WBT + WBL = TVE

972

TVE = 1.0

EB Equivalent = EBL(TVE) + EBT + EBR

604

WB: EBT + EBL = TVE

597

TVE = 1.0

WB Equivalent = WBL(TVE) + WBT + WBR

972

* due to shared LR:

NBL = NBL - SBL

-82 0

if less than 0, use 0

LOS = $\frac{NBE + SBL}{1600}$

0.085

LOS = $\frac{NBL + SBE}{1600}$

0.154

LOS = $\frac{EBE + WBL}{1600}$

0.382

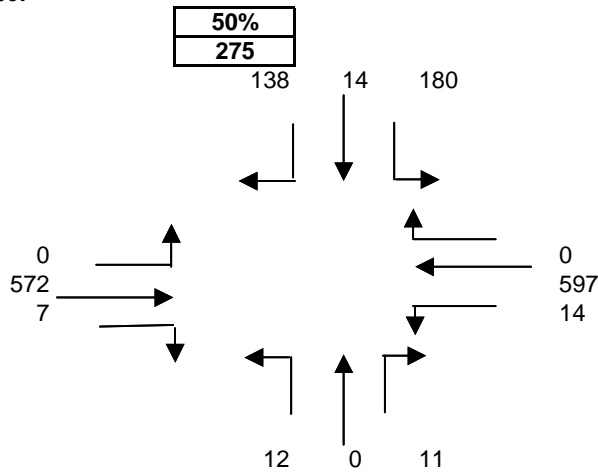
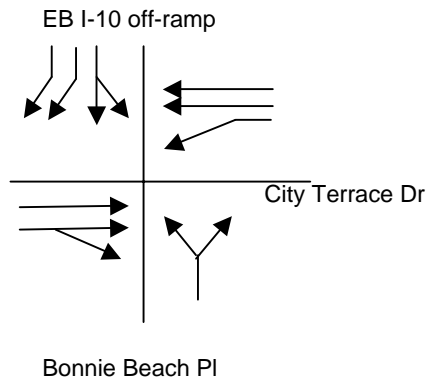
LOS = $\frac{EBL + WBE}{1600}$

0.608

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.862

INT #4 - Bonnie Beach PI/EB I-10 off-ramp & City Terrace Dr
MITIGATION-Existing Plus Ambient Plus Project
PM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE

194

TVE = 1.1

NB Equivalent = NBL(TVE) + NBT + NBR

24.2

SB: NBT + NBL = TVE

12

TVE = 1.1

SB Equivalent = SBL(TVE) + SBT + SBR

350

EB: WBT + WBL = TVE

611

TVE = 1.0

EB Equivalent = EBL(TVE) + EBT + EBR

579

WB: EBT + EBL = TVE

572

TVE = 1.0

WB Equivalent = WBL(TVE) + WBT + WBR

611

* due to shared LR:

NBL = NBL - SBL

-168 0

if less than 0, use 0

LOS = $\frac{NBE + SBL}{1600}$

0.128

LOS = $\frac{NBL + SBE}{1600}$

0.218

LOS = $\frac{EBE + WBL}{1600}$

0.371

LOS = $\frac{EBL + WBE}{1600}$

0.382

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.700

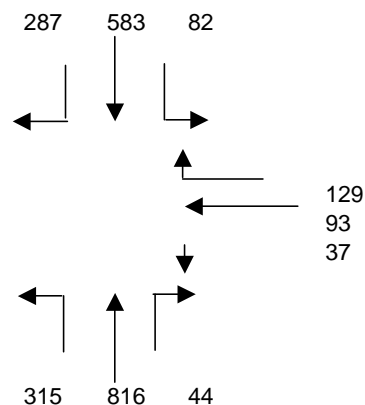
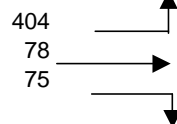
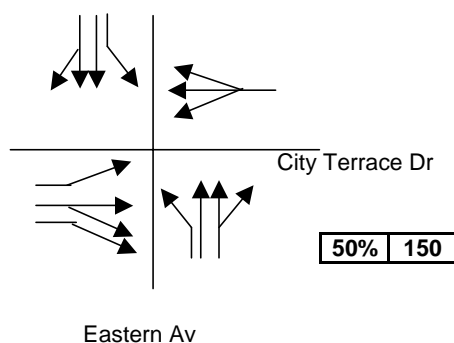
Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		BONNIE BEACH PL/EB I-10 OFF-RAMP & CITY TERRACE DR				
Description:		EXISTING PLUS AMBIENT PLUS PROJECT CONDITIONS W/MITIGATION				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	271	1,600	0.169 *	N-S(1): 0.075
	TH	1.00	2	1,600	0.063	N-S(2): 0.191 *
	LT	0.00	99	1,600	0.062	E-W(1): 0.193
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.302 *
	TH	2.00	965	3,200	0.302 *	V/C: 0.493
	LT	1.00	7	1,600	0.004	Lost Time: 0.100
Northbound	RT	0.51	18	823	0.013	
	TH	0.00	0	0	0.000	
	LT	0.49	17	777	0.022 *	
Eastbound	RT	0.00	7	0	0.000	ICU: 0.593
	TH	2.00	597	3,200	0.189	
	LT	0.00	0	0	0.000 *	LOS: A
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	275	1,600	0.172 *	N-S(1): 0.113
	TH	1.00	14	1,600	0.121	N-S(2): 0.186 *
	LT	0.00	180	1,600	0.113	E-W(1): 0.190 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.187
	TH	2.00	597	3,200	0.187	V/C: 0.376
	LT	1.00	14	1,600	0.009 *	Lost Time: 0.100
Northbound	RT	0.48	11	765	0.000	
	TH	0.00	0	0	0.000	
	LT	0.52	12	835	0.014 *	
Eastbound	RT	0.00	7	0	0.000	ICU: 0.476
	TH	2.00	572	3,200	0.181 *	
	LT	0.00	0	0	0.000	LOS: A

* - Denotes critical movement

Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		EASTERN AV & RAMONA BL/I-10 EB OFF-RAMP/I-10 & 1-710 NB & SB ON-RAMP				
Description:		EXISTING PLUS AMBIENT PLUS PROJECT CONDITIONS W/MITIGATION				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	362	0	0.000	N-S(1): 0.346 *
	TH	2.00	529	3,200	0.278	N-S(2): 0.310
	LT	1.00	228	1,600	0.143 *	E-W(1): 0.380 *
Westbound	RT	1.00	290	1,600	0.039	E-W(2): 0.361
	TH	1.00	16	1,600	0.010	
	LT	1.00	196	1,600	0.123 *	V/C: 0.726
Northbound	RT	1.00	227	1,600	0.019	Lost Time: 0.100
	TH	3.00	976	4,800	0.203 *	
	LT	1.00	51	1,600	0.032	
Eastbound	RT	0.00	148	0	0.000	ICU: 0.826
	TH	1.34	404	2,145	0.257 *	
	LT	1.66	683	2,124	0.322	LOS: D
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	331	0	0.000	N-S(1): 0.362 *
	TH	2.00	526	3,200	0.268	N-S(2): 0.294
	LT	1.00	272	1,600	0.170 *	E-W(1): 0.349
Westbound	RT	1.00	380	1,600	0.068 *	E-W(2): 0.360 *
	TH	1.00	16	1,600	0.010	
	LT	1.00	185	1,600	0.116	V/C: 0.722
Northbound	RT	1.00	280	1,600	0.059	Lost Time: 0.100
	TH	3.00	920	4,800	0.192 *	
	LT	1.00	42	1,600	0.026	
Eastbound	RT	0.00	171	0	0.000	ICU: 0.822
	TH	1.14	256	1,830	0.233	
	LT	1.86	693	2,376	0.292 *	LOS: D

* - Denotes critical movement

INT #10 - Eastern Av & City Terrace Dr
MITIGATION-Existing Plus Ambient Plus Project
AM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE

665

TVE = 1.0

NB Equivalent = NBT + NBR

860

SB: NBT + NBL = TVE

1131

TVE = 1.0

SB Equivalent = SBT + SBR

870

$$\text{LOS} = \frac{\text{NBE} + \text{SBL}}{1600}$$

0.589

$$\text{LOS} = \frac{\text{NBL} + \text{SBE}}{1600}$$

0.741

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

1.189

EB: WBT + WBL = TVE

130

TVE = 1.0

EB Equivalent = EBL(TVE) + EBT + EBR

557

WB: EBT + EBL = TVE

482

TVE = 2.0

WB Equivalent = WBL(TVE) + WBT + WBR

296

* due to shared LTR:

WBL = WBL - EBL -367

0

if less than 0, use 0

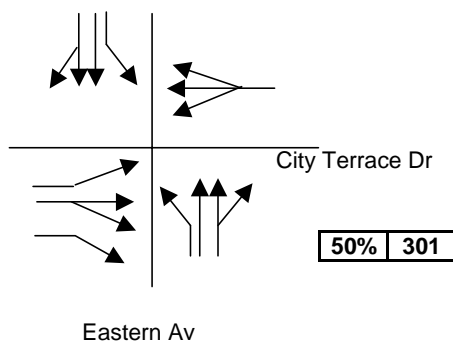
$$\text{LOS} = \frac{\text{EBE} + \text{WBL}}{1600}$$

0.348

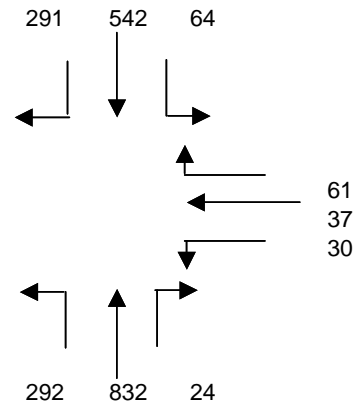
$$\text{LOS} = \frac{\text{EBL} + \text{WBE}}{1600}$$

0.185

INT #10 - Eastern Av & City Terrace Dr
MITIGATION-Existing Plus Ambient Plus Project
PM



377
32
150.5



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE

606

TVE = 1.0

NB Equivalent = NBT + NBR

856

SB: NBT + NBL = TVE

1124

TVE = 1.0

SB Equivalent = SBT + SBR

833

$$\text{LOS} = \frac{\text{NBE} + \text{SBL}}{1600}$$

0.575

$$\text{LOS} = \frac{\text{NBL} + \text{SBE}}{1600}$$

0.703

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

1.025

EB: WBT + WBL = TVE

67

TVE = 1.0

EB Equivalent = EBL(TVE) + EBT + EBR

560

WB: EBT + EBL = TVE

409

TVE = 2.0

WB Equivalent = WBL(TVE) + WBT + WBR

158

* due to shared LTR:

WBL = WBL - EBL -347

0

if less than 0, use 0

$$\text{LOS} = \frac{\text{EBE} + \text{WBL}}{1600}$$

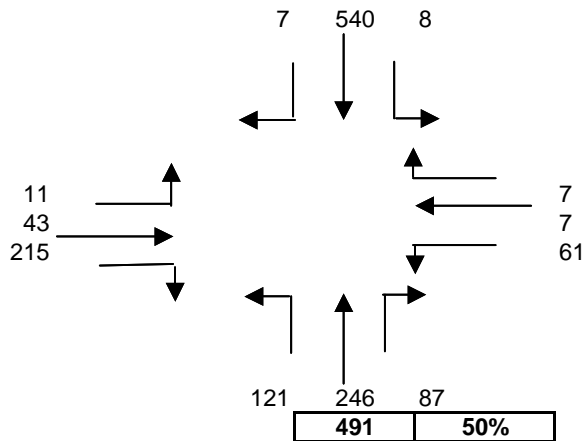
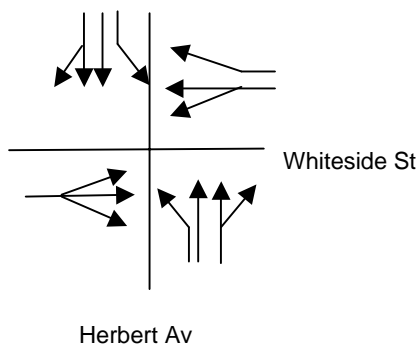
0.350

$$\text{LOS} = \frac{\text{EBL} + \text{WBE}}{1600}$$

0.099

Existing plus Ambient Growth plus Project plus Cumulative Projects plus Mitigation (2030)

INT #2 - Herbert Av & Whiteside St
MITIGATION-Existing Plus Ambient Plus Project + Cumulative Project
AM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE
548

TVE = 1.0

NB Equivalent = NBL(TVE) + NBT + NBR
453.5

SB: NBT + NBL = TVE
366.5

TVE = 1.0

SB Equivalent = SBL(TVE) + SBT + SBR
555

LOS = $\frac{NBE + SBL}{1600}$

0.288

LOS = $\frac{NBL + SBE}{1600}$

0.423

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.696

EB: WBT + WBL = TVE
68

TVE = 1.1

EB Equivalent = EBL(TVE) + EBT + EBR
270

WB: EBT + EBL = TVE
54

TVE = 1.1

WB Equivalent = WBL(TVE) + WBT + WBR
81

* due to shared LTR:

EBL = EBL - WBL -50

0

if less than 0, use 0

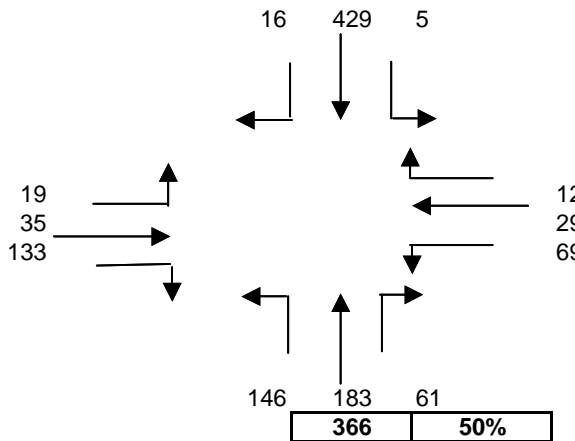
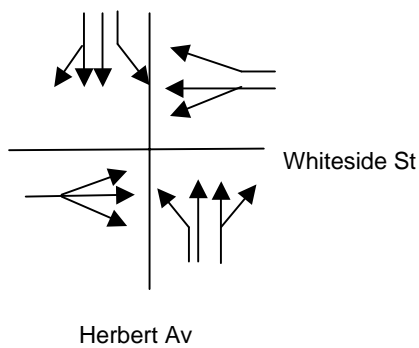
LOS = $\frac{EBE + WBL}{1600}$

0.173

LOS = $\frac{EBL + WBE}{1600}$

0.051

INT #2 - Herbert Av & Whiteside St
MITIGATION-Existing Plus Ambient Plus Project + Cumulative Project
PM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE
434

TVE = 1.0

NB Equivalent = NBL(TVE) + NBT + NBR
390

SB: NBT + NBL = TVE
329

TVE = 1.0

SB Equivalent = SBL(TVE) + SBT + SBR
450

LOS = $\frac{NBE + SBL}{1600}$

0.247

LOS = $\frac{NBL + SBE}{1600}$

0.373

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.598

EB: WBT + WBL = TVE
98

TVE = 1.1

EB Equivalent = EBL(TVE) + EBT + EBR
189

WB: EBT + EBL = TVE
54

TVE = 1.1

WB Equivalent = WBL(TVE) + WBT + WBR
117

* due to shared LTR:

EBL = EBL - WBL -50

0

if less than 0, use 0

LOS = $\frac{EBE + WBL}{1600}$

0.126

LOS = $\frac{EBL + WBE}{1600}$

0.073

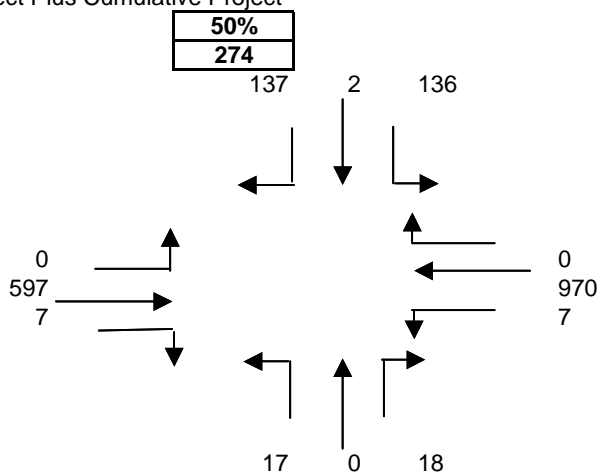
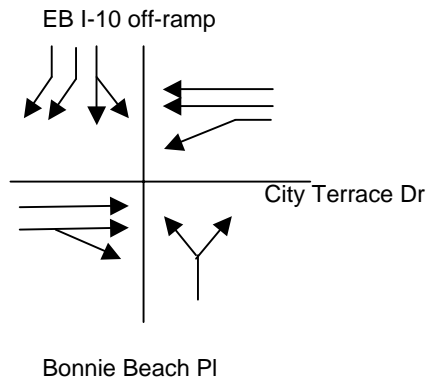
Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		HERBERT AV & WHITESIDE ST				
Description:		EXISTING + AMBIENT + PROJECT + CUMULATIVE PROJECT CONDITIONS W/MITIGATION				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	7	0	0.000	N-S(1): 0.312 *
	TH	2.00	540	3,200	0.171	N-S(2): 0.247
	LT	1.00	8	1,600	0.005 *	E-W(1): 0.206 *
Westbound	RT	1.00	7	1,600	0.000	E-W(2): 0.050
	TH	1.00	7	1,600	0.043	
	LT	0.00	61	1,600	0.038 *	V/C: 0.518
Northbound	RT	1.00	87	1,600	0.016	Lost Time: 0.100
	TH	1.00	491	1,600	0.307 *	
	LT	1.00	121	1,600	0.076	
Eastbound	RT	0.00	215	0	0.000	ICU: 0.618
	TH	1.00	43	1,600	0.168 *	
	LT	0.00	11	1,600	0.007	LOS: B
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	16	0	0.000	N-S(1): 0.232 *
	TH	2.00	429	3,200	0.139	N-S(2): 0.230
	LT	1.00	5	1,600	0.003 *	E-W(1): 0.160 *
Westbound	RT	1.00	12	1,600	0.004	E-W(2): 0.073
	TH	1.00	29	1,600	0.061	
	LT	0.00	69	1,600	0.043 *	V/C: 0.392
Northbound	RT	1.00	61	1,600	0.000	Lost Time: 0.100
	TH	1.00	366	1,600	0.229 *	
	LT	1.00	146	1,600	0.091	
Eastbound	RT	0.00	133	0	0.000	ICU: 0.492
	TH	1.00	35	1,600	0.117 *	
	LT	0.00	19	1,600	0.012	LOS: A

* - Denotes critical movement

Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		HERBERT AV & CITY TERRACE DR				
Description:		EXISTING + AMBIENT + PROJECT + CUMULATIVE PROJECT CONDITIONS W/MITIGATION				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	328	1,600	0.076	N-S(1): 0.086 *
	TH	0.00	0	0	0.000	N-S(2): 0.076
	LT	2.00	221	2,560	0.086 *	E-W(1): 0.132
Westbound	RT	1.00	645	1,600	0.334 *	E-W(2): 0.495 *
	TH	2.00	595	3,200	0.186	
	LT	0.00	0	0	0.000	V/C: 0.581
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.681
	TH	2.00	421	3,200	0.132	
	LT	2.00	413	2,560	0.161 *	LOS: B
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	293	1,600	0.098 *	N-S(1): 0.059
	TH	0.00	0	0	0.000	N-S(2): 0.098 *
	LT	2.00	151	2,560	0.059	E-W(1): 0.144
Westbound	RT	1.00	531	1,600	0.285 *	E-W(2): 0.392 *
	TH	2.00	425	3,200	0.133	
	LT	0.00	0	0	0.000	V/C: 0.490
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.590
	TH	2.00	461	3,200	0.144	
	LT	2.00	273	2,560	0.107 *	LOS: A

* - Denotes critical movement

INT #4 - Bonnie Beach PI/EB I-10 off-ramp & City Terrace Dr
 MITIGATION-Existing Plus Ambient Plus Project Plus Cumulative Project
 AM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE
138

TVE = 1.1

NB Equivalent = NBL(TVE) + NBT + NBR
36.7

SB: NBT + NBL = TVE
17

TVE = 1.1

SB Equivalent = SBL(TVE) + SBT + SBR
289

EB: WBT + WBL = TVE
977

TVE = 1.0

EB Equivalent = EBL(TVE) + EBT + EBR
604

WB: EBT + EBL = TVE
597

TVE = 1.0

WB Equivalent = WBL(TVE) + WBT + WBR
977

* due to shared LR:

NBL = NBL - SBL
-119 0
 if less than 0, use 0

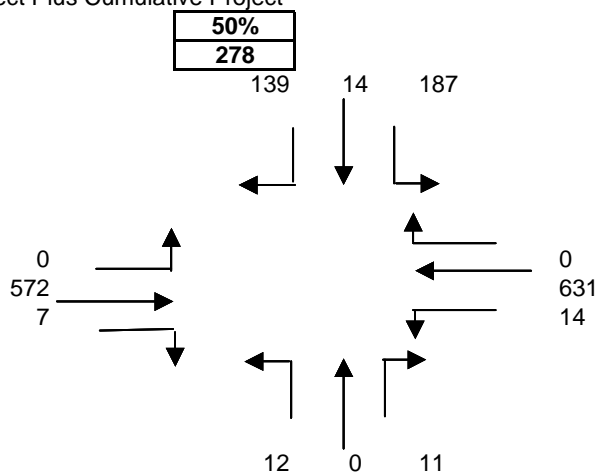
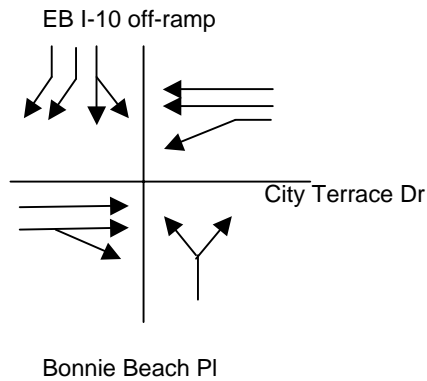
LOS = $\frac{NBE + SBL}{1600}$ **0.108**
 LOS = $\frac{NBL + SBE}{1600}$ **0.180**

LOS = $\frac{EBE + WBL}{1600}$ **0.382**
 LOS = $\frac{EBL + WBE}{1600}$ **0.611**

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.891

INT #4 - Bonnie Beach PI/EB I-10 off-ramp & City Terrace Dr
 MITIGATION-Existing Plus Ambient Plus Project Plus Cumulative Project
 PM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE
201

TVE = 1.1

NB Equivalent = NBL(TVE) + NBT + NBR
24.2

SB: NBT + NBL = TVE
12

TVE = 1.1

SB Equivalent = SBL(TVE) + SBT + SBR
359

EB: WBT + WBL = TVE
645

TVE = 1.0

EB Equivalent = EBL(TVE) + EBT + EBR
579

WB: EBT + EBL = TVE
572

TVE = 1.0

WB Equivalent = WBL(TVE) + WBT + WBR
645

* due to shared LR:

NBL = NBL - SBL
-175 0
 if less than 0, use 0

LOS = $\frac{NBE + SBL}{1600}$
0.132

LOS = $\frac{NBL + SBE}{1600}$
0.224

LOS = $\frac{EBE + WBL}{1600}$
0.371

LOS = $\frac{EBL + WBE}{1600}$
0.403

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

0.727

Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		BONNIE BEACH PL/EB I-10 OFF-RAMP & CITY TERRACE DR				
Description:		EXISTING + AMBIENT + PROJECT + CUMULATIVE PROJECT CONDITIONS W/MITIGATION				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	274	1,600	0.171 *	N-S(1): 0.098
	TH	1.00	2	1,600	0.086	N-S(2): 0.193 *
	LT	0.00	136	1,600	0.085	E-W(1): 0.193
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.303 *
	TH	2.00	970	3,200	0.303 *	V/C: 0.496
	LT	1.00	7	1,600	0.004	Lost Time: 0.100
Northbound	RT	0.51	18	823	0.013	
	TH	0.00	0	0	0.000	
	LT	0.49	17	777	0.022 *	
Eastbound	RT	0.00	7	0	0.000	ICU: 0.596
	TH	2.00	597	3,200	0.189	
	LT	0.00	0	0	0.000 *	LOS: A
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	278	1,600	0.174 *	N-S(1): 0.117
	TH	1.00	14	1,600	0.126	N-S(2): 0.188 *
	LT	0.00	187	1,600	0.117	E-W(1): 0.190
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.197 *
	TH	2.00	631	3,200	0.197 *	V/C: 0.385
	LT	1.00	14	1,600	0.009	Lost Time: 0.100
Northbound	RT	0.48	11	765	0.000	
	TH	0.00	0	0	0.000	
	LT	0.52	12	835	0.014 *	
Eastbound	RT	0.00	7	0	0.000	ICU: 0.485
	TH	2.00	572	3,200	0.181	
	LT	0.00	0	0	0.000 *	LOS: A

* - Denotes critical movement




























INTERSECTION DATA SUMMARY SHEET

N/S: **Worth St/Boca Dr** W/E: **Valley Bl** I/S No: **5**

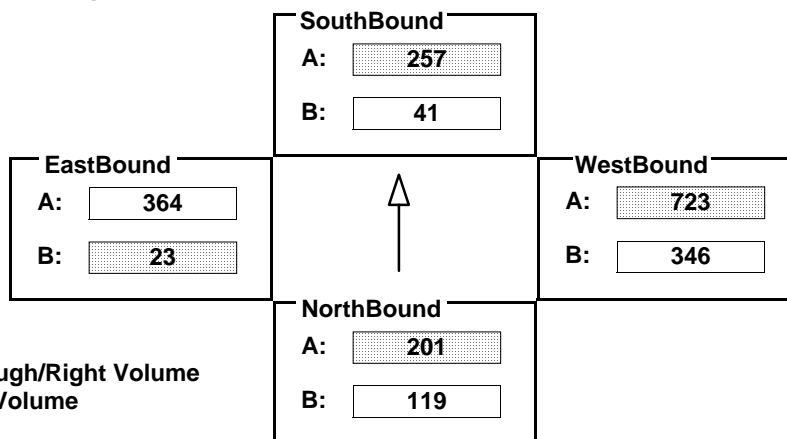
AM/PM: **AM** Comments: **Cumulative Plus Project Conditions w/MIT**

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	119	85	116	41	196	20	346	2094	76	23	756	336
AMBIENT												
RELATED												
PROJECT												
TOTAL	119	85	116	41	196	20	346	2094	76	23	756	336
LANE	       			       			       			  		
	1	0	0	0	1	0	0	0	0	1	0	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Split		Auto	Split		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{201 + 257 + 723 + 23}{*1425} = 0.775 \quad \text{LOS} = C$$













INTERSECTION DATA SUMMARY SHEET

N/S: **Worth St/Boca Dr** W/E: **Valley Bl** I/S No: **5**

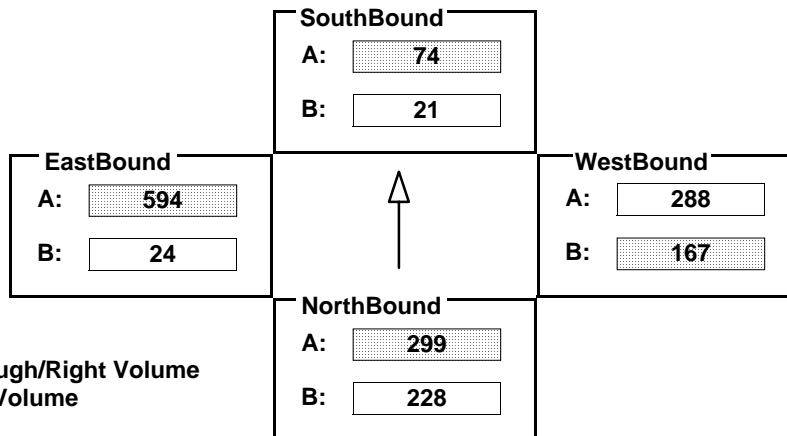
AM/PM: **PM** Comments: **Cumulative Plus Project Conditions w/MIT**

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
EXISTING	228	36	263	21	41	12	167	840	23	24	1483	299				
AMBIENT																
RELATED																
PROJECT																
TOTAL	228	36	263	21	41	12	167	840	23	24	1483	299				
LANE	  			  			  			  						
	1	0	0	0	1	0	0	0	1	0	2	0	1	0	0	0
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Split		Auto		Split		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{299 + 74 + 167 + 594}{*1425} = 0.726 \quad \text{LOS} = C$$

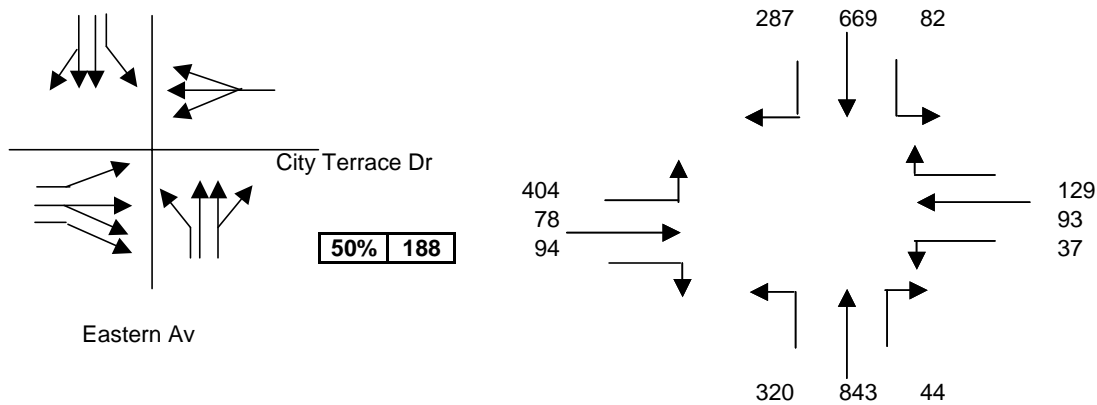
Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		EASTERN AV & MEDFORD ST				
Description:		EXISTING + AMBIENT + PROJECT + CUMULATIVE PROJECT CONDITIONS W/MITIGATION				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	58	1,600	0.000	N-S(1): 0.278
	TH	2.00	831	3,200	0.260 *	N-S(2): 0.482 *
	LT	0.00	0	0	0.000	E-W(1): 0.005
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.038 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.520
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	1.00	444	1,600	0.278	
	LT	2.00	569	2,560	0.222 *	
Eastbound	RT	2.00	300	3,200	0.005	ICU: 0.620
	TH	0.00	0	0	0.000	
	LT	1.00	60	1,600	0.038 *	LOS: B
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	48	1,600	0.000	N-S(1): 0.406 *
	TH	2.00	537	3,200	0.168	N-S(2): 0.280
	LT	0.00	0	0	0.000 *	E-W(1): 0.124 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.078
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.530
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	1.00	650	1,600	0.406 *	
	LT	2.00	287	2,560	0.112	
Eastbound	RT	2.00	540	3,200	0.124 *	ICU: 0.630
	TH	0.00	0	0	0.000	
	LT	1.00	125	1,600	0.078	LOS: B

* - Denotes critical movement

Project Title:		WHITESIDE REDEVELOPMENT PROJECT				
Intersection:		EASTERN AV & RAMONA BL/I-10 EB OFF-RAMP/I-10 & 1-710 NB & SB ON-RAMP				
Description:		EXISTING + AMBIENT + PROJECT + CUMULATIVE PROJECT CONDITIONS W/MITIGATION				
Date/Time:		AM PEAK HOUR (7:30-8:30)				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	365	0	0.000	N-S(1): 0.352 *
	TH	2.00	583	3,200	0.296	N-S(2): 0.331
	LT	1.00	230	1,600	0.144 *	E-W(1): 0.388 *
Westbound	RT	1.00	294	1,600	0.040	E-W(2): 0.371
	TH	1.00	16	1,600	0.010	
	LT	1.00	196	1,600	0.123 *	V/C: 0.740
Northbound	RT	1.00	227	1,600	0.019	Lost Time: 0.100
	TH	3.00	998	4,800	0.208 *	
	LT	1.00	56	1,600	0.035	
Eastbound	RT	0.00	185	0	0.000	ICU: 0.840
	TH	1.39	404	2,223	0.265 *	
	LT	1.61	683	2,062	0.331	LOS: D
Date/Time:		PM PEAK HOUR (7:30-8:30)				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	335	0	0.000	N-S(1): 0.378 *
	TH	2.00	575	3,200	0.284	N-S(2): 0.331
	LT	1.00	275	1,600	0.172 *	E-W(1): 0.351
Westbound	RT	1.00	383	1,600	0.068 *	E-W(2): 0.361 *
	TH	1.00	16	1,600	0.010	
	LT	1.00	185	1,600	0.116	V/C: 0.739
Northbound	RT	1.00	280	1,600	0.059	Lost Time: 0.100
	TH	3.00	990	4,800	0.206 *	
	LT	1.00	75	1,600	0.047	
Eastbound	RT	0.00	178	0	0.000	ICU: 0.839
	TH	1.16	256	1,848	0.235	
	LT	1.84	693	2,361	0.293 *	LOS: D

* - Denotes critical movement

INT #10 - Eastern Av & City Terrace Dr
 MITIGATION-Existing Plus Ambient Plus Project Plus Related Projects
 AM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE
751

TVE = 1.0

NB Equivalent = NBT + NBR
887

SB: NBT + NBL = TVE
1163

TVE = 1.0

SB Equivalent = SBT + SBR
956

LOS = $\frac{NBE + SBL}{1600}$

0.606

LOS = $\frac{NBL + SBE}{1600}$

0.798

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

1.258

EB: WBT + WBL = TVE
130

TVE = 1.0

EB Equivalent = EBL(TVE) + EBT + EBR
576

WB: EBT + EBL = TVE
482

TVE = 2.0

WB Equivalent = WBL(TVE) + WBT + WBR
296

* due to shared LTR:

WBL = WBL - EBL
 if less than 0, use 0

-367 0

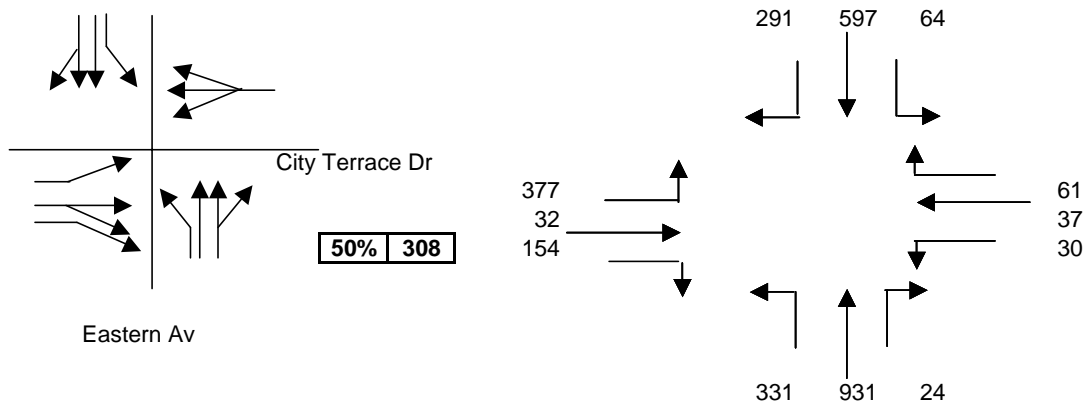
LOS = $\frac{EBE + WBL}{1600}$

0.360

LOS = $\frac{EBL + WBE}{1600}$

0.185

INT #10 - Eastern Av & City Terrace Dr
 MITIGATION-Existing Plus Ambient Plus Project Plus Related Projects
 PM



Opposing Vol	TVE
<200	1.1
200-600	2.0
600-800	3.0
800-1000	4.0
1000+	5.0

NB: SBT + SBL = TVE

661

TVE = 1.0

NB Equivalent = NBT + NBR

955

SB: NBT + NBL = TVE

1262

TVE = 1.0

SB Equivalent = SBT + SBR

888

$$\text{LOS} = \frac{\text{NBE} + \text{SBL}}{1600}$$

0.637

$$\text{LOS} = \frac{\text{NBL} + \text{SBE}}{1600}$$

0.762

LOS = Highest NB/SB LOS + Highest EB/WB LOS + .100

1.089

EB: WBT + WBL = TVE

67

TVE = 1.0

EB Equivalent = EBL(TVE) + EBT + EBR

563

WB: EBT + EBL = TVE

409

TVE = 2.0

WB Equivalent = WBL(TVE) + WBT + WBR

158

* due to shared LTR:

WBL = WBL - EBL

-347

0

if less than 0, use 0

$$\text{LOS} = \frac{\text{EBE} + \text{WBL}}{1600}$$

0.352

$$\text{LOS} = \frac{\text{EBL} + \text{WBE}}{1600}$$

0.099

INTERSECTION DATA SUMMARY SHEET

N/S: Soto St W/E: Alcazar St I/S No: 11

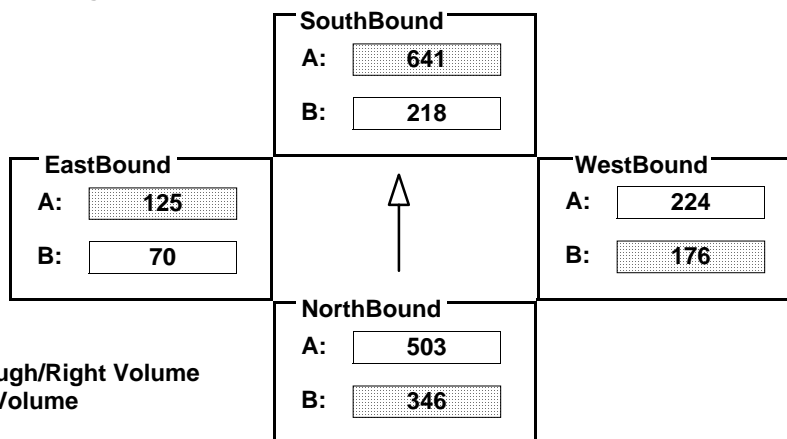
AM/PM: **AM** Comments: Cumulative Plus Project Conditions w/MIT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	346	1071	437	218	1348	574	176	141	131	70	115	125
AMBIENT												
RELATED												
PROJECT												
TOTAL	346	1071	437	218	1348	574	176	141	131	70	115	125
LANE	<div> <div>↰</div> <div>↱</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↱</div> <div>↰</div> </div>	<div> <div>↰</div> <div>↱</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↱</div> <div>↰</div> </div>	<div> <div>↰</div> <div>↱</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↱</div> <div>↰</div> </div>	<div> <div>↰</div> <div>↱</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↱</div> <div>↰</div> </div>	<div> <div>↰</div> <div>↱</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↱</div> <div>↰</div> </div>	<div> <div>↰</div> <div>↱</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↱</div> <div>↰</div> </div>	<div> <div>↰</div> <div>↱</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↱</div> <div>↰</div> </div>	<div> <div>↰</div> <div>↱</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↱</div> <div>↰</div> </div>	<div> <div>↰</div> <div>↱</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↱</div> <div>↰</div> </div>	<div> <div>↰</div> <div>↱</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↱</div> <div>↰</div> </div>	<div> <div>↰</div> <div>↱</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↱</div> <div>↰</div> </div>	<div> <div>↰</div> <div>↱</div> <div>↑</div> <div>↕</div> <div>↕</div> <div>↱</div> <div>↰</div> </div>
	1	0	2	0	1	0	0	1	0	0	0	0
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
 B = Adjusted Left Volume
 * = ATSAC Benefit

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{346 + 641 + 176 + 125}{*1500} = 0.789$$

LOS = C

























INTERSECTION DATA SUMMARY SHEET

N/S: Soto St W/E: Alcazar St I/S No: 11

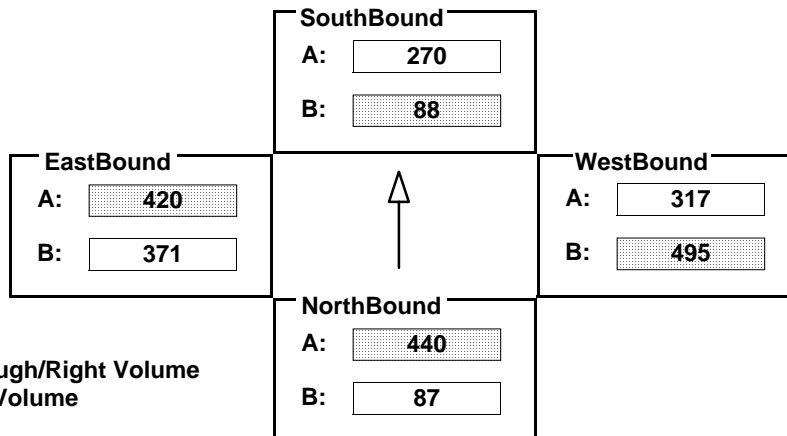
AM/PM: **PM** Comments: Cumulative Plus Project Conditions w/MIT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	87	1110	210	88	747	62	495	104	213	371	105	420
AMBIENT												
RELATED												
PROJECT												
TOTAL	87	1110	210	88	747	62	495	104	213	371	105	420
LANE	     			     			     			     		
	1	0	2	0	1	0	0	1	0	0	1	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram



V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{440 + 88 + 495 + 420}{*1500} = 0.892$$

LOS = D

APPENDIX E

FREEWAY ANALYSIS WORKSHEETS

- I-10W
- Districts
- Counties
- Cities
- Detectors
- Aggregates
- Spatial Analysis
- Planning
- Level of Service
- Detector Health
- Data Fidelity
- Inputs
- Configuration
- Incidents
- CHP
- Find VDS
- GO
- Links
- Data Inventory
- Technical Info for VARS

2-D

Timeseries Contours

Time of Day Contours

Hourly Summary

Multistation

AADT

From

Oct

4

2005

To

Oct

4

2005

Include Days

☐ Su

☐ Mo

☒ Tu

☒ We

☒ Th

☐ Fr

☐ Sa

☐ Holidays

Quantity

Flow

Postmile Range (0.18 - 55.07)

18

-

22

View Crossings...

VIEW TABLE

EXPORT TEXT

EXPORT to XLS

Include Ramps

Flow by Hour																								
CA PM	VDS	Name	Type	% Observed	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19
19.66	716076	INDIANA	Mainline	100.0	1,230	728	684	844	2,247	6,922	9,813	10,436	9,453	7,990	7,321	6,970	6,747	6,900	6,846	7,257	6,812	6,731	6,064	5,582
19.66	762423	INDIANA	HV	N/A	15	8	12	9	42	247	669	715	674	800	442	232	213	195	205	206	183	186	170	148
20.05	718020	HERBERT	Mainline	100.0	1,124	754	741	900	2,066	6,456	9,131	9,349	8,912	7,847	7,016	6,721	6,304	6,275	5,986	6,588	6,086	6,106	5,532	5,066
20.05	762432	HERBERT	HV	N/A	13	8	12	9	36	219	650	670	649	794	423	222	203	182	193	196	178	176	165	142
20.66	718332	MILLER	Mainline	1.4	793	595	540	710	1,673	5,276	6,839	6,825	6,466	6,061	5,513	5,223	4,917	4,910	4,626	5,285	4,871	4,496	4,144	3,969
20.66	762474	MILLER	HV	N/A	13	8	11	9	37	239	648	667	646	797	419	223	207	184	198	209	182	177	172	150
20.79	717065	EASTERN	Mainline	99.7	891	583	539	707	1,748	5,355	6,326	5,919	5,645	5,600	5,111	4,625	4,453	4,316	4,156	4,329	5,173	3,823	3,365	3,353
20.79	762436	EASTERN	HV	N/A	13	9	12	9	43	261	668	682	662	804	421	226	211	186	199	208	277	179	169	151
21.04	737345	CAMPUS	Mainline	1.4	769	644	595	739	1,714	5,214	6,067	5,710	5,382	5,476	5,117	4,733	4,573	4,404	4,209	4,398	5,406	3,750	3,326	3,431
21.25	716084	W OF 710	Mainline	1.4	1,151	863	774	947	1,843	5,237	6,631	5,922	5,653	5,329	4,881	4,500	4,395	4,249	3,992	4,067	4,069	3,736	3,139	3,200
21.25	762476	RT 710 CN	HV	N/A	38	27	29	29	76	399	1,057	1,168	1,053	1,077	673	491	484	469	565	551	685	810	719	550
21.72	716086	WINTHROPE	On Ramp	N/A	14	6	2	4	13	47	120	319	279	104	49	53	49	61	57	42	43	42	67	62
21.72	717071	WINTHROPE	Mainline	1.4	698	506	466	608	1,538	4,335	5,502	5,162	5,219	4,945	4,338	3,916	3,871	3,931	3,709	3,804	3,696	3,441	2,865	2,902
21.72	762480	WINTHROPE	HV	N/A	144	130	134	167	384	1,126	1,655	2,036	1,921	1,987	1,402	1,159	1,101	1,209	1,167	1,387	1,398	1,255	995	862
22.03	716088	WARWICK	Mainline	100.0	1,190	813	903	1,002	2,380	6,558	7,897	7,817	8,697	8,354	6,922	6,079	6,037	6,423	6,244	6,263	5,887	5,664	4,652	4,620
22.03	762482	WARWICK	HV	N/A	21	11	12	15	76	556	1,221	1,086	1,192	1,424	778	454	417	374	380	378	322	331	403	293
22.3	716089	HELLMAN	On Ramp	N/A	34	19	26	24	50	146	383	634	629	426	369	348	366	400	403	419	437	416	319	292
22.3	717072	HELLMAN	Off Ramp	N/A	17	7	7	5	11	47	39	110	96	126	146	163	181	191	188	290	243	295	215	171
22.3	717073	HELLMAN	Mainline	100.0	1,136	780	730	942	2,332	6,258	7,115	6,813	6,511	6,776	6,211	5,576	5,594	5,648	5,464	5,412	5,376	5,100	4,148	4,154
22.3	762484	HELLMAN	HV	N/A	20	10	12	16	76	557	1,185	1,091	1,033	1,258	723	448	402	354	364	369	313	324	395	285
22.82	716091	MARENGO	Mainline	100.0	1,287	844	784	1,026	2,428	6,545	7,723	7,222	6,795	7,009	6,637	5,999	6,552	6,088	6,187	6,267	5,874	6,165	4,626	4,685
22.82	762486	MARENGO	HV	N/A	40	18	17	23	121	726	1,472	1,425	1,255	1,536	917	646	622	507	582	571	521	532	720	467
23.29	716094	ATLANTIC SB	On Ramp	N/A	67	47	28	23	80	218	291	588	590	562	447	339	334	384	337	372	349	373	318	280
23.29	717078	ATLANTIC 1	Off Ramp	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.29	717079	ATLANTIC 1	Mainline	100.0	1,122	763	738	924	2,309	6,253	6,804	6,063	5,630	6,121	5,809	5,387	5,457	5,410	5,246	5,345	5,335	5,128	4,015	4,110
23.38	716096	ATLANTIC NB	On Ramp	N/A	30	22	18	20	35	69	228	275	295	263	286	220	270	270	243	245	200	213	175	180
23.38	717080	ATLANTIC 2	Off Ramp	N/A	80	42	29	32	58	132	243	191	165	283	328	315	360	305	372	318	393	539	451	435
23.38	717081	ATLANTIC 2	Mainline	100.0	1,093	756	724	907	2,277	6,172	6,772	6,063	5,597	6,099	5,781	5,403	5,425	5,384	5,245	5,376	5,342	5,097	4,003	4,050
Total					13,043	9,001	8,579	10,650	25,693	75,570	97,149	94,958	91,099	89,848	78,480	70,671	69,745	69,209	67,363	70,152	69,651	65,085	55,332	53,590

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Quantity

Flow

Postmile Range (0.00 - 55.32)

18-22

View Crossings...

VIEW TABLE

EXPORT TEXT

EXPORT to XLS

Include Ramps

		Flow by Hour																						
CA PM	VDS	Name	Type	% Observed	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	
19.66	716075	INDIANA	Mainline	0.0	1,270	897	768	696	1,043	2,332	4,395	6,440	6,100	6,029	5,504	6,463	6,674	6,905	8,299	9,480	9,334	10,147	8,872	
19.66	762422	INDIANA	HV	N/A	17	8	5	3	7	7	23	43	49	58	62	86	94	101	252	385	459	536	431	
20.05	716078	HERBERT	Mainline	100.0	1,610	932	827	695	1,016	2,279	4,297	6,328	5,975	5,860	5,402	6,344	6,725	7,164	8,480	9,502	9,438	10,241	9,015	
20.05	718021	HERBERT	Off Ramp	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20.05	765508	HERBERT	HV	N/A	7	0	0	0	25	217	581	768	620	502	490	466	467	525	701	871	935	972	843	
20.66	765098	MILLER	Mainline	100.0	1,323	833	662	560	767	1,562	2,687	3,584	3,473	3,342	3,515	4,085	4,453	4,677	5,446	5,599	5,835	6,007	5,928	
20.79	716081	EASTERN	Mainline	1.4	1,260	893	737	606	834	1,662	2,789	3,786	3,665	3,524	3,624	4,216	4,556	4,875	5,626	5,545	7,461	5,880	5,916	
20.79	718022	EASTERN	On Ramp	N/A	6	6	5	6	6	7	5	8	7	6	6	6	9	7	11	32	38	7	6	
20.79	762435	EASTERN	HV	N/A	7	0	0	0	25	217	581	768	620	502	490	466	467	525	701	871	935	972	843	
20.79	764740	EASTERN	Off Ramp	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21.04	737344	CAMPUS	Mainline	1.4	1,309	817	708	681	943	1,545	2,637	3,640	3,490	3,387	3,443	4,030	4,359	4,690	5,286	5,327	6,789	5,572	5,594	
21.04	762441	CAMPUS	HV	N/A	7	0	0	0	25	217	581	768	620	502	490	466	467	525	701	871	935	972	843	
21.25	717070	W OF 710	Mainline	1.4	610	628	564	666	1,377	3,825	5,689	6,145	5,909	5,551	5,407	5,426	5,558	5,729	6,046	6,128	6,072	6,067	5,769	
21.25	762445	W OF 710	HV	N/A	7	0	0	0	25	217	581	768	620	502	490	466	467	525	701	871	935	972	843	
21.54	716085	E OF 710	Mainline	0.0	1,257	1,017	935	822	1,248	2,274	3,413	4,649	4,469	4,365	4,401	4,865	5,291	5,464	5,663	5,579	5,829	5,886	6,057	
22.01	716087	WARWICK	Mainline	100.0	1,739	1,096	938	872	1,290	2,442	3,833	5,210	4,978	4,816	4,689	4,620	4,954	5,262	5,810	5,799	6,114	6,230	6,410	
22.01	762447	WARWICK	HV	N/A	34	16	13	8	17	32	89	211	224	238	246	349	421	590	1,045	1,341	1,188	1,281	1,279	
22.397	765451	FREMONT	Mainline	100.0	1,664	1,074	877	855	1,211	2,275	3,401	4,642	4,525	4,393	4,616	5,452	5,695	6,008	6,366	6,915	6,593	6,727	7,068	
22.4	716090	FREMONT	On Ramp	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22.4	764721	FREMONT	Off Ramp	N/A	89	57	47	46	50	133	395	521	466	371	400	463	503	490	699	774	812	1,031	898	
22.91	716092	MARENGO	Mainline	99.7	1,700	1,079	967	846	1,267	2,419	3,805	5,486	5,378	5,136	5,297	5,678	6,083	6,524	7,157	6,957	6,903	7,466	7,437	
22.91	762449	MARENGO	HV	N/A	34	16	13	8	12	36	92	217	243	257	256	350	424	588	1,127	1,360	1,191	1,338	1,272	
23.29	716093	ATLANTIC SB	On Ramp	N/A	62	35	38	38	38	126	223	566	573	422	316	291	380	409	370	338	316	368	339	
23.29	717076	ATLANTIC 1	Off Ramp	N/A	52	31	17	9	17	15	56	111	128	173	233	227	262	214	184	195	192	204	212	
23.29	717077	ATLANTIC 1	Mainline	100.0	1,472	1,007	861	789	1,142	2,327	3,416	4,789	4,510	4,322	4,416	4,625	5,505	5,850	6,166	6,015	6,266	6,548	6,728	
23.38	716095	ATLANTIC NB	On Ramp	N/A	55	38	15	19	18	49	98	341	372	337	317	341	373	374	345	323	286	339	392	
23.38	717074	ATLANTIC 2	Off Ramp	N/A	118	45	49	36	50	76	188	352	306	249	259	306	344	331	368	387	413	493	479	
23.38	717075	ATLANTIC 2	Mainline	100.0	1,563	998	810	798	1,181	2,240	3,244	4,810	4,544	4,062	4,460	5,154	5,512	5,483	6,173	6,362	6,251	6,179	6,701	
23.38	762451	ATLANTIC 2	HV	N/A	34	16	11	8	12	34	83	208	224	224	243	348	428	550	1,084	1,366	1,186	1,190	1,274	
Total					17,306	11,539	9,867	9,067	13,646	28,565	47,182	65,159	62,088	59,130	59,072	65,589	70,471	74,385	84,807	89,193	92,706	93,625	91,449	8

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Multistation

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Quantity

Flow

Postmile Range (6.04 - 19.45)

17 - 19.45

View Crossings...

☒ Include Ramps

VIEW TABLE

EXPORT TEXT

EXPORT to .XLS

CA PM	VDS	Name	Type	% Observed	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18
22.06	718494	ATLANTIC NB	Off Ramp	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.14	716869	ATLANTIC NB	On Ramp	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.14	718320	ATLANTIC 2	Mainline	1.4	1,259	937	1,043	1,198	2,084	5,041	6,441	6,291	6,227	5,825	5,256	5,390	5,264	4,944	5,853	6,203	6,476	5,846	6,173
22.15	718010	WASHINGTON	Mainline	1.4	1,292	963	980	1,151	2,118	5,389	6,744	6,148	6,170	6,008	5,560	5,740	5,595	5,802	6,462	6,602	6,579	6,512	6,688
22.54	716871	WASHINGTON	On Ramp	N/A	83	76	75	66	112	204	268	338	319	269	309	339	360	419	411	426	412	481	325
22.54	718009	WASHINGTON	Off Ramp	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.16	763468	S OF 5	Mainline	0.0	1,183	873	848	1,021	1,851	4,790	5,975	5,331	5,442	5,206	4,937	5,097	4,983	5,188	5,782	5,937	5,775	5,783	5,992
23.5	717802	OLYMPIC	On Ramp	N/A	65	45	37	50	99	225	294	431	358	304	391	365	357	377	415	376	408	328	382
23.5	718013	OLYMPIC	Off Ramp	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.5	718014	OLYMPIC	Mainline	1.4	610	628	564	666	1,377	3,825	5,689	6,145	5,909	5,551	5,407	5,426	5,558	5,729	6,046	6,128	6,072	6,067	5,769
24.43	718015	THIRD	Off Ramp	N/A	29	23	16	17	13	24	95	134	148	143	118	119	109	125	144	164	169	201	308
24.43	718016	THIRD	Mainline	1.4	564	352	320	384	839	2,485	3,961	4,539	4,313	3,716	3,407	3,400	3,488	3,612	3,955	4,307	4,431	4,553	4,168
24.43	763935	THIRD	On Ramp	N/A	20	9	7	7	25	46	68	102	63	79	75	84	128	112	102	84	90	83	69
Total					5,105	3,906	3,890	4,560	8,518	22,029	29,535	29,459	28,949	27,101	25,460	25,960	25,842	26,308	29,170	30,227	30,412	29,854	29,874

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From

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Include Days

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Quantity

Flow

Postmile Range (5.99 - 19.91)

17 - 19.91

View Crossings...

☒ Include Ramps

VIEW TABLE

EXPORT TEXT

EXPORT to XLS

					Flow by Hour																			
	CA PM	VDS	Name	Type	% Observed	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18
	22.53	716870	WASHINGTON	On Ramp	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22.53	718011	WASHINGTON	Off Ramp	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	22.53	718012	WASHINGTON	Mainline	1.4	832	980	1,000	1,109	1,921	3,910	6,318	7,133	5,972	5,893	5,849	5,988	6,037	6,476	7,287	7,218	6,368	7,100	7,289
	23.16	716891	S OF 5	Mainline	0.0	882	808	851	1,054	1,903	4,343	6,170	7,632	6,576	5,527	4,440	4,510	4,594	5,141	5,445	5,828	5,870	4,975	4,704
	23.47	716873	OLYMPIC BLVD	On Ramp	N/A	43	40	39	52	165	346	433	462	326	322	286	321	307	398	413	430	402	417	409
	23.47	718321	OLYMPIC	Mainline	100.0	650	548	574	822	1,669	4,052	6,071	7,464	6,469	5,356	4,261	4,380	4,439	5,013	5,318	5,733	5,801	4,938	4,586
	23.5	718285	OLYMPIC BLVD	Mainline	0.0	735	602	633	812	1,507	3,407	4,903	6,070	5,278	4,392	3,681	3,638	3,686	4,059	4,372	4,801	4,656	3,908	3,828
	23.707	716875	EASTERN	Mainline	100.0	746	559	581	859	1,746	4,174	6,133	7,614	6,797	5,460	4,927	4,892	4,806	5,084	5,559	6,168	5,788	5,118	4,935
	24.54	716878	THIRD	On Ramp	N/A	21	11	14	23	23	80	115	160	132	106	101	126	137	104	102	107	113	106	95
	24.54	718017	THIRD	Mainline	100.0	447	298	317	431	863	2,227	3,520	4,633	4,249	3,310	2,881	2,629	2,774	2,994	3,313	3,798	3,682	3,458	3,135
	24.89	716879	BROOKLYN	On Ramp	N/A	36	27	32	54	135	309	406	513	402	325	349	331	395	355	413	352	382	409	364
	24.89	718018	BROOKLYN	Mainline	100.0	410	277	284	385	730	1,957	3,113	4,046	3,841	3,025	2,531	2,319	2,413	2,660	2,941	3,487	3,313	3,081	2,822
Total					4,802	4,150	4,325	5,601	10,662	24,805	37,182	45,727	40,042	33,716	29,306	29,134	29,588	32,284	35,163	37,922	36,375	33,510	32,167	21,111

Appendix G

Preliminary Redevelopment Plan

Appendix G

Preliminary Redevelopment Plan

**PRELIMINARY
REDEVELOPMENT PLAN**

Prepared for:

**WHITESIDE REDEVELOPMENT
PROJECT AREA**

FEBRUARY 2005

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APPENDIX A – Map of the Proposed Project Area

I. BACKGROUND

The Community Development Commission of the County of Los Angeles ("CDC" or "Commission") is in the process of adopting the Redevelopment Plan ("Plan") for the Whiteside Redevelopment Project Area ("Project" or "Project Area"). The proposed Project Area is located within the City Terrace portion of the County of Los Angeles ("County") unincorporated territory more commonly referred to as "Whiteside", which is located along the Interstate 10 Freeway west of the Interstate 710 Freeway and adjacent to California State University, Los Angeles. The proposed Project Area is generally bounded by the City of Los Angeles communities' of Boyle Heights on the west and Lincoln Heights on the north, including the Los Angeles Community Redevelopment Agency's East Adelante Redevelopment Project Area, unincorporated County territory to the south, and the City of Monterrey Park on the east. The proposed Project Area primarily consists of industrial land uses.

The Commission is proposing to create a new redevelopment project area for the purpose of implementing redevelopment projects and programs designed to: upgrade public facilities and infrastructure, promote and facilitate economic development and job growth, including the emerging biomedical industry, and generally improve the quality of life for residents, business and property owners within the limits of the biomedical industry proposed Project Area.

Pursuant to Section 33323 of the Community Redevelopment Law ("CRL"), the Planning Commission of the County of Los Angeles shall cooperate with the Commission in selection of project area and in preparation of the Preliminary Plan. Following the Planning Commission's completion of the Preliminary Plan it will be transmitted to the Commission for its approval.

This Preliminary Plan has been prepared to fulfill the requirements of Section 33324 of the Community Redevelopment Law. This Preliminary Plan need not be detailed and is sufficient if it includes the following:

1. Describes the boundaries of the Project Area.
2. Contains a general statement of the land uses, layout of principal streets, population densities and building intensities and standards proposed as the basis for the redevelopment of the Project Area.
3. Shows how the purposes of this part would be attained by redevelopment.
4. Shows that the proposed redevelopment is consistent with the community's general plan.
5. Describes, generally, the impact of the Project upon the area's residents and upon the surrounding neighborhood.

The primary purpose of this Preliminary Plan is to serve as the basis for the preparation of the Redevelopment Plan. More detailed and specific studies are to be initiated which will identify specific problems, and target programs, projects and implementation actions necessary to effectuate the achievement of public policy affecting the Redevelopment Plan.

II. DESCRIPTION OF THE BOUNDARIES OF THE PROPOSED PROJECT AREA

The boundaries of the proposed Project Area are illustrated on the map attached as Appendix "A" and incorporated herein. The Project Area is generally bounded by the following: Indiana Street on the west, Interstate 10 Freeway/Fowler Street on the south, Eastern Avenue on the east, and the unincorporated County boundary limit on the north. The proposed Project Area encompasses approximately 133 areas.

III. GENERAL STATEMENT OF PROPOSED LAND USES

As a basis for the redevelopment of the proposed Project Area, it is proposed that development and redevelopment be in conformance with the adopted General Plan of the County of Los Angeles, as it presently exists and as amended from time to time; the County of Los Angeles Zoning Code, as it presently exists and as amended from time to time; and all other applicable codes and ordinances, as amended from time to time.

IV. GENERAL STATEMENT OF PROPOSED LAYOUT OF PRINCIPAL STREETS

As a basis for the redevelopment of the proposed Project Area, the layout of principal streets shall continue to be in conformance with the circulation elements of the County's General Plan, as amended from time to time. Principal streets that traverse the proposed Project Area include Herbert Avenue, Medford Street, Fowler Street, and Whiteside Street.

V. GENERAL STATEMENT OF PROPOSED POPULATION DENSITIES

As a basis for redevelopment of the proposed Project Area, the population densities shall continue to be in conformance with the County's General Plan, the related zoning ordinance and all other applicable codes and ordinances, as amended from time to time. Within the confines of the Land Use Element of the County's General Plan, there will be a permitted range of commercial, industrial and public uses.

Without the proposed Project, the elimination of these physical and economic blighting conditions would not be realized. Redevelopment of the proposed Project Area pursuant to this Preliminary Plan will attain the purposes of the CRL through: 1) the elimination of areas experiencing economic dislocation and disuse; 2) the replanning, redesign and/or redevelopment of areas which are stagnant or improperly utilized, and which would not be accomplished by private enterprise acting alone without public participation and assistance; 3) the protection and promotion of sound development and redevelopment of blighted areas and the general welfare of citizens of the County by remedying such injurious conditions through the employment of appropriate means; 4) the installation of new or replacement of existing public improvements, facilities, and utilities in areas that are currently inadequately served with regard to such improvements, facilities and utilities; and 5) the development and rehabilitation of improved housing opportunities outside of the proposed Project Area including housing opportunities for low and moderate income persons and families.

IX. CONFORMANCE TO THE GENERAL PLAN OF THE COUNTY

The Redevelopment Plan as proposed conforms to the County's General Plan. The proposed Project Area proposes the same pattern of land uses and includes all streets and public facilities indicated by the County's General Plan.

X. GENERAL IMPACT OF THE REDEVELOPMENT PLAN UPON THE RESIDENTS AND THE SURROUNDING NEIGHBORHOODS

Impacts of the proposed Project upon residents adjacent to the proposed Project Area and surrounding neighborhoods will, in general, include improved access, improved employment, expanded economic development and upgraded public infrastructure.

It is anticipated that direct Commission activity will occur only when sufficient financial resources are available and such action will produce effective and immediate redevelopment results. Environmental review of the proposed Plan and related specific projects will be evaluated by the Commission, the findings of which will be circulated for public review prior to approval of the proposed Plan by the Board of Supervisors.

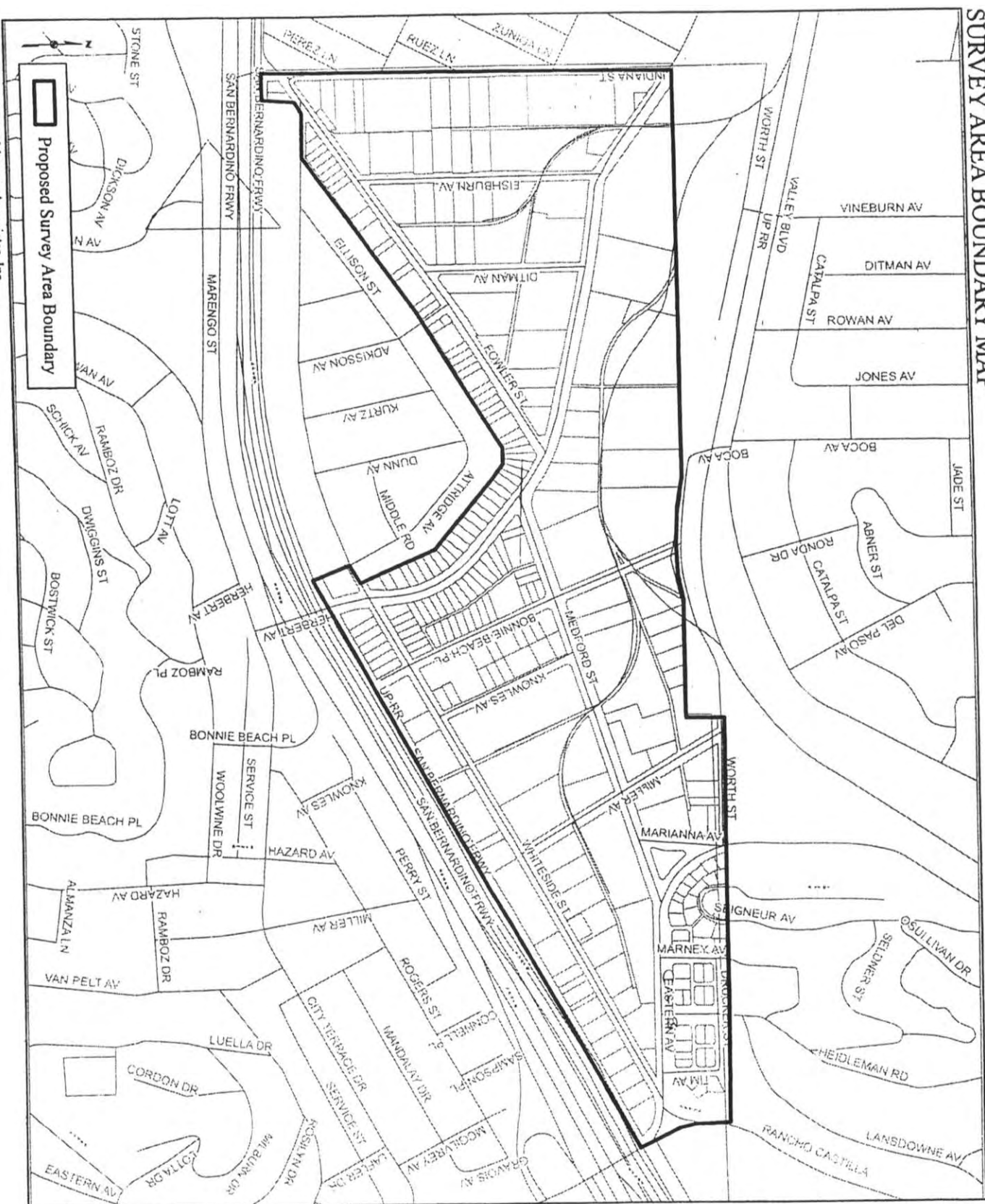
XI. CONCLUSION

This Preliminary Plan, as the initial document produced in the Redevelopment Plan adoption process, conforms to the requirements of the CRL. The Preliminary Plan is generalized and nonspecific in detail in its parts, evidencing its purpose as a preliminary directional guideline document. The adopted Preliminary Plan provides the Commission with the opportunity to work with the Planning Commission of the County of Los Angeles in determining the boundaries of the proposed Project Area. The Planning Commission during the Plan adoption process will also review the subsequent Draft Redevelopment Plan and the accompanying Draft Program Environmental Impact Report (if required by the Commission's/County's CEQA Implementation Guidelines) that will be prepared and make their report and recommendations to the Commission and the Board of Supervisors prior to the approval of this Project.

APPENDIX A

***MAP OF THE PROPOSED
PROJECT AREA***

ATTACHMENT A SURVEY AREA BOUNDARY MAP





Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



James E. Hartl, AICP
Director of Planning

February 17, 2005

TO: Wayne Rew, Chair
Pat Modugno, Vice Chair
Leslie G. Bellamy, Commissioner
Harold V. Helsley, Commissioner
Esther L. Valadez, Commissioner

FROM: 
Julie Moore, AICP, Head
Community Studies I Section

SUBJECT: AGENDA ITEM #12—Whiteside Redevelopment Project Area

The Community Development Commission of the County of Los Angeles ("CDC") is proposing to designate a redevelopment project area in the Whiteside community of unincorporated East Los Angeles.

The purpose of the redevelopment area is to implement redevelopment projects and programs designed to improve public facilities and infrastructure and foster economic development and job growth, particularly in the emerging biomedical industry. The establishment of the redevelopment project area would give the CDC the authority to; among other things, purchase private property, use eminent domain to acquire property, and collect tax increments in order to finance the redevelopment of the area. A percentage of the tax increments would also be used to fund the construction and preservation of affordable housing for low and moderate income households countywide.

Establishing a redevelopment project area, as mandated by the California Redevelopment Law, is a multiple-step process that requires the coordinated effort of several local agencies. In the initial stages of the process, the roles of the Regional Planning Commission are to: 1) establish a Project Area boundary for the Redevelopment Area, from within a Survey Area that is adopted by resolution by the Board of Supervisors; and 2) work with the CDC to prepare a Preliminary Plan for the Redevelopment Area. In the latter stages of the process, the Regional Planning Commission must participate in preparing the Draft Redevelopment Plan, and the Regional Planning Commission would also conduct hearings for General Plan consistency, adoption and environmental review.

In September 2004, the CDC prepared a redevelopment and economic development feasibility analysis for the Whiteside area. On February 22, 2005, the Board of Supervisors is scheduled to consider the Survey Area for adoption by resolution (Attachment #1). The next step in the process is for the Regional Planning Commission

to act on the roles described above. The CDC has requested that the Regional Planning Commission consider adopting the draft Preliminary Plan (Attachment #2) that was prepared by their consultant, Keyser Marston Associates, Inc.

STATUTORY REQUIREMENTS

The California Community Redevelopment Law (CRL), contained in the California Health and Safety Code Section 33000 et seq., provides the authority and implementation provisions for a redevelopment program.

The Preliminary Plan is the initial document produced in the redevelopment adoption process and must conform to the requirements stated in the CRL. The Preliminary Plan is generalized and nonspecific in detail in its parts, and acts as a preliminary directional guideline document. The Preliminary Plan is sufficient if it meets the following requirements, pursuant to Section 33324 of the California Health and Safety Code:

- ξ Describes the boundaries of the Project Area.
- ξ Contains a general statement of the land uses, layout of principal streets, population densities and building intensities and standards proposed as the basis for the redevelopment of the Project Area.
- ξ Shows how the purposes of this part would be attained by redevelopment.
- ξ Shows that the proposed redevelopment is consistent with the community's general plan.
- ξ Describes, generally, the impact of the Project upon the area's residents and upon the surrounding neighborhood.

PROJECT DESCRIPTION/LOCATION

The proposed Project Area is approximately 133 acres and consists primarily of industrial land uses. Other uses include residential and community commercial. The Project Area is located along the Interstate 10 Freeway west of the Interstate 710 Freeway, and adjacent to California State University, Los Angeles. It is adjacent to the neighborhoods of Boyle Heights to the west and Lincoln Heights to the north, which are part of the Los Angeles Community Redevelopment Agency's Adelante Eastside Redevelopment Project Area. The area is adjacent to unincorporated County territory (City Terrace) to the south and the City of Monterey Park to the east. Principal streets that traverse the proposed Project Area include Herbert Avenue, Medford Street, Fowler Street, and Whiteside Street.

The CDC has identified, through predevelopment studies, the following blighting conditions within the Project Area: structural deterioration and dilapidation; defective design and physical construction; substandard design; buildings of inadequate size; parking deficiencies; poor site conditions and site deficiencies; incompatible land uses; lots of irregular shape and inadequate size; depreciated or stagnant assessed values; low industrial property sales; low industrial lease rates; residential overcrowding; lack of commercial facilities; and high crime rate.

On February 15, 2005, staff toured the Project Area and verified that a number of these conditions are present in the Whiteside community.

GENERAL PLAN CONSISTENCY

The East Los Angeles Community Plan sets goals such as revitalizing and encouraging the development of industrial uses, and increasing job opportunities through economic development. According to the East Los Angeles Community Plan, the Project Area is designated for the following uses: Industrial, Low-Medium Density Residential Development (17 DU/acre) Community Commercial and Public Use. The Project Area is zoned IT (Institutional Zone), R-3 (Limited Multiple Residence), R-4 (Unlimited Residence), M-1 (Light Manufacturing), M-2 (Heavy Manufacturing), C-2 (Neighborhood Business) and C-3 (Unlimited Commercial).

The Preliminary Plan envisions the redevelopment project area to implement projects and programs designed to upgrade public facilities and infrastructure, promote and facilitate economic development and job growth, including the emerging biomedical industry, and generally improve the quality of life for residents, business and property owners within the limits of the biomedical industry proposed Project Area.

The Preliminary Plan is consistent with applicable goals and policies of the General Plan and the East Los Angeles Community Plan. The Preliminary Plan proposes residential, commercial, industrial and public uses, but within the confines of the Land Use Element of the County's General Plan. It also sets the same goals as the East Los Angeles Community Plan, including encouraging industrial development in the area north of the San Bernardino Freeway—where industrial use is designated on the Land Use Plan map, broadening job opportunities by attracting industrial development and channeling industrial and commercial development in specific areas, and encouraging the revitalization of industrial uses

STATUS OF PROJECT

The Board of Supervisors is scheduled to meet on February 22, 2005 to adopt the Survey Area in Whiteside. In addition, the Board will consider finding that the Whiteside community requires study to determine if a redevelopment project in the area is feasible.

ENVIRONMENTAL DOCUMENTATION

On February 22, 2005, the Board of Supervisors is scheduled to consider whether or not the designation of the Whiteside community as a Survey Area for potential redevelopment is exempt from the California Environmental Quality Act (CEQA).

The designation of the Whiteside Redevelopment Project Area boundary and the Preliminary Redevelopment Plan is exempt from the provisions of the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines Section 15061(b)(3), because this designation does not have the potential for causing a significant effect on the environment. The aforementioned project does not directly or indirectly have the potential for causing a significant effect on the environment.

RECOMMENDED ACTION

DRP staff recommends that the Regional Planning Commission adopt the Preliminary Plan, and adopt the Project Area for the Whiteside Redevelopment Project.

SUGGESTED MOTION

I move that the Regional Planning Commission adopt the resolution to approve the Preliminary Plan for the Whiteside Redevelopment project and find it to be consistent with the Countywide General Plan and East Los Angeles Community Plan, designate the Project Area boundary, and authorize the transmittal of the Preliminary Plan to the Community Development Commission.

Please contact me or Connie Chung at (213) 974-6425 if you have any further questions regarding the project.

JTM:cc

Attachment:

1. Board Memo from CDC to Adopt a Resolution Designating the Whiteside Community as a Redevelopment Survey Area for Potential Redevelopment
2. Whiteside Redevelopment Project Area: Preliminary Redevelopment Plan
3. Draft Resolution
4. "East L.A. Research Complex Proposed," Los Angeles Times, February 16, 2005.

VI. GENERAL STATEMENT OF THE PROPOSED BUILDING INTENSITIES

As a basis for the redevelopment of the proposed Project Area, the building intensities shall continue to be controlled by limits on: (1) the percentage of ground area covered by buildings (land coverage); (2) the building setbacks, parking, landscaping and open space requirements; (3) the location of the buildable area on building sites; and (4) the heights of buildings. Land coverage and locations of buildable sites are generally limited, as is feasible and appropriate, to provide adequate open space, landscaping, parking and a high level of livability. Limits on building intensity shall be established in accordance with the County's General Plan and related zoning ordinances as amended from time to time.

VII. GENERAL STATEMENT OF THE PROPOSED BUILDING STANDARDS

As a basis for the redevelopment of the proposed Project Area, building standards shall continue to conform to the building requirements of all applicable state statutes and all applicable County codes and ordinances as amended from time to time.

VIII. ATTAINMENT OF THE PURPOSES OF THE LAW

Adoption of the Redevelopment Plan would enable the attainment of the purposes of the CRL by providing the Commission with the ability to eliminate existing physical and economic blighting conditions within the proposed Project Area. Blighting conditions identified within the proposed Project Area include the following:

- Structural deterioration and dilapidation
- Defective design and physical construction
- Substandard design
- Buildings of inadequate size
- Parking deficiencies
- Poor site conditions and site deficiencies
- Incompatible land uses
- Lots of irregular shape and inadequate size
- Depreciated or stagnant assessed values
- Low industrial property sales
- Low industrial lease rates
- Residential overcrowding
- Lack of commercial facilities
- High crime rate

Appendix H

Responses to Comments on the Draft EIR

RESPONSES TO COMMENTS ON THE DRAFT EIR

The letters that follow are the public comments on the Draft Environmental Impact Report (EIR) for the proposed East Colorado Boulevard Specific Plan. The Draft EIR was circulated for a 45-day public review period that concluded on April 29, 2006. Responses to each of the comment letters follow each individual letter.

The Los Angeles County Community Development Commission (LACDC) received two comment letters on the Draft EIR. Commenters and the page number on which their letter appears are listed below.

Commenter	Page Number
Rossana D'Antonio, Assistant Division Engineer, County of Los Angeles Department of Public Works	2
Julia Stewart, Project Planner, Community Redevelopment Agency of the City of Los Angeles	8
Terry Roberts, Director, State Clearinghouse	12

The comment letters and the LACDC's responses follow.



CRA/LA

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1

Donald Dean
Environmental Officer
Community Development Commission of the
County of Los Angeles
2 Coral Circle
Monterey Park, California 91755-7425

Subject: **Comments to the Draft Environmental Impact Report
Proposed Whiteside Redevelopment Project**

Dear Mr. Dean:

The Community Redevelopment Agency of the City of Los Angeles (CRA/LA) is in receipt of the Draft Environmental Impact Report (DEIR) for the proposed Whiteside Redevelopment Project Area. The following are the CRA/LA's comments on the DEIR:

- The DEIR appropriately identifies the CRA/LA as a responsible agency, as defined by the California Environmental Quality Act (CEQA), for purposes of the potential merger of the Adelante Eastside Redevelopment Project and the proposed Whiteside Redevelopment Project. A
- The CRA/LA submitted a response to the NOP on October 18, 2005 requesting that the County coordinate with the CRA/LA in identifying related and reasonably foreseeable future projects. The DEIR contains a cumulative/related project list (at Table 3-1), which identifies and describes the Adelante Eastside Redevelopment Project as Industrial, Commercial and Housing. However, no specific information relating to the development mix/levels and size for the Adelante Eastside Redevelopment Project is provided. This makes it difficult to ascertain the baseline conditions and assumptions used for the cumulative impact analysis. Appendix F of the DEIR (Traffic Study, at Page 5) provides a trip generation estimate for the Adelante Eastside Redevelopment Project, as part of the cumulative impacts analysis background/baseline conditions. Again, it is unclear whether the estimate is based on the maximum, moderate, or minimum development alternatives analyzed in the Final EIR for the Adelante Eastside Redevelopment Project. B
- Information contained in the DEIR (at page 4.4-9) indicates that the mobile/traffic noise impact analysis was limited to the proposed Whiteside Redevelopment Project area. Potential impacts to other sensitive receptor areas are described as minimal because of lower estimated traffic volumes. Accordingly, only two roadway segments were modeled C

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- for noise impacts. This seems to be inconsistent with the conclusions of the traffic study, for both project and cumulative impacts relating to traffic, and hence mobile noise impacts, as well as sensitive receptor information provided in the air quality section of the DEIR. There is no information in the DEIR that indicates that there are no noise-sensitive receptors in close proximity to those affected intersections and roadways outside of the two modeled roadway segments and the project area that would not be significantly impacted. This apparent inconsistency could be clarified if the existing and future average daily traffic (ADT) conditions for those affected roadways were modeled and compared to determine the level of mobile noise impacts to other sensitive receptors both cumulatively and individually. In essence, Table 4.4-6 should be expanded to include other roadways in the project area and its environs that abut residential development and other noise-sensitive receptors.
- Page 4.1-5 of the DEIR indicates that majority of sensitive receptor locations are residences (single and multi-family residential neighborhoods that have the highest concentration of children and older people who are at the greatest risk from air pollutants) scattered throughout the project area. However, there is no information in the DEIR that discusses air quality impacts to these sensitive receptors as a result of the proposed project. Traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). Localized areas where ambient concentrations exceed State and/or Federal standards are termed CO "Hotspots". Section 9.4 of the SCAQMD's CEQA Air Quality Handbook identifies CO as a localized problem requiring additional analysis when a project is likely to impact a roadway's level of service, subject sensitive receptors to CO Hotspots, or the project itself is a transportation infrastructure. The traffic report prepared for this project indicated that the project's trip generation would significantly impact the level of service on roadways in the vicinity. As a result, the DEIR should include a CO Hotspot analysis for sidewalk locations adjacent to the study area intersections that would be significantly impacted by project traffic, to address any impacts to sensitive receptors identified on page 4.1-5 of the DEIR. It should be noted that the SCAQMD's thresholds of significance include secondary effect that address whether a project "could generate vehicle trips that cause a CO hotspot or project could be occupied by sensitive receptors that are exposed to a CO hotspots". Such an analysis would also be consistent with Appendix G (III. Air Quality – d) of the CEQA Guidelines, that addresses whether a project would "expose sensitive receptors to substantial pollutant concentrations".
- The DEIR does not clearly define the type of EIR that has been prepared. Page 1-1 of the DEIR indicates that it fulfills the requirements of a Program EIR, but does not specify the type of EIR. Section 21090(a) of the Public Resources Code states that "*An environmental impact report for a redevelopment plan may be a master environmental impact report, program environmental impact report, or a project environmental impact report. Any environmental impact report for a redevelopment plan shall specify the type of environmental impact report that is prepared for the redevelopment plan*".



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- Page 1-3 of the DEIR indicates that there are no trustee agencies for the proposed plan. Please note that Section 15386 of the State CEQA Guidelines does not limit trustee agencies to the four examples given in that section of the Guidelines. Given the definition of "trustee agency" as provided in the DEIR itself, agencies such as the Regional Water Quality Control Board and the South Coast Air Quality Control District (SCAQMD) may be regarded as trustee agencies under CEQA.

F

The CRA/LA staff requests two (2) copies of the Final EIR once it is completed. Any questions related to the CRA/LA and its redevelopment activities may be directed to me at 213-977-1730. Thank you for the opportunity to review the DEIR.

Sincerely,

Julia Stewart

Julia Stewart
Project Planner

cc: Steve Valenzuela, Regional Administrator
Pauline Lewicki, Principal Planner
Al Santillanes, Project Manager
File
Records



Letter 1

COMMENTER: Julia Stewart, Project Planner, Community Redevelopment Agency of the City of Los Angeles

DATE: April 27, 2006

RESPONSE:

Response 1A

The commenter states that the Draft EIR appropriately identifies the CRA/LA as a responsible agency. No response is necessary.

Response 1B

The commenter states that it is unclear what assumptions were used in the Draft EIR with respect to growth within the Adelante Eastside Redevelopment Plan area. The maximum probable buildout scenario from the Adelante Eastside Redevelopment Plan EIR was used in the cumulative analysis in order to provide a "worst case" scenario. Table 3-1 will be revised in the Final EIR to clarify this point.

Response 1C

The commenter suggests that the traffic noise analysis should be expanded to include additional roadways. In performing the noise analysis, the study roadways/intersections that would accommodate the highest levels of plan-generated traffic were identified for quantitative analysis. It is true that certain intersections outside the plan area boundaries would experience significant traffic impacts based on County or City criteria. However, a significant traffic impact does not necessarily translate to a significant noise impact. As indicated in Section 4.4, Noise, a noise level increase is considered significant only when plan-generated traffic would increase noise by more than 3 decibels (dBA). Such an increase would only occur if the amount of traffic on a roadway doubled (a doubling of noise energy translates to a 3 decibel increase). The traffic increases on study area roadways other than the two specifically analyzed in Section 4.4 would be far less than a doubling (in most cases the increase would be only on the order of 5% or less). Although incremental noise level increases would be anticipated, in all cases the increase would be far less than 1.0 dBA. Therefore, significant impacts would not occur based on the established thresholds and modeling of additional intersections is not warranted.

Response 1D

The commenter suggests that the EIR should include analysis of "sensitive receptors" and should include an analysis of the potential to create "CO hotspots" at congested intersections in the study area. As noted in Section 4.1, *Air Quality*, temporary construction emissions can be reduced to below a level of significance with recommended mitigation measures and significant long-term operational impacts are not anticipated. Therefore, significant impacts to sensitive receptors would not occur.

Page 9-9 of the SCAQMD's CEQA Air Quality Handbook specifies that "a CO analysis should be performed when air quality has been identified as having a significant impact." Page 9-9 of the Handbook then goes on to state "Whenever a land use project could have a significant impact on air quality as a result of vehicle trips, even after mitigation is included, a CO analysis should be performed." As noted in Section 4.1, CO emissions associated with projected development under the proposed Whiteside Redevelopment Plan would not exceed SCAQMD thresholds and therefore are not considered significant. Therefore, based on the SCAQMD's recommended methodology, CO hotspot analysis is not warranted. It should also be noted that CO levels through the South Coast Air Basin have declined over the past several years and are projected to continue to decline as new lower emission vehicles replace older vehicles. As indicated in Table 4.1-2 of Section 4.1, maximum CO concentrations at the nearest air quality monitoring station have declined steadily over the past three years and the highest measured concentration was less than half of the federal CO standard. Therefore, even with the incremental increase in traffic congestion due to project and cumulative traffic, CO concentrations are not expected to exceed standards and modeling of CO concentrations is not warranted.

Response 1E

The commenter suggests that the Draft EIR does not clearly define what type of EIR has been prepared. Page 1-1 of the Draft EIR states "This EIR fulfills the requirements for a Program EIR." In order to clarify that the document is a program EIR, that sentence will be revised to read as follows:

This EIR is a Program EIR.

Response 1F

The commenter suggests that the Regional Water Quality Control Board (RWQCB) and South Coast Air Quality Management District (SCAQMD) may be regarded as trustee agencies for the project. This is incorrect. Per Section 15386 of the State CEQA Guidelines, a trustee agency is "a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California." Section 15386 specifically lists agencies that may be trustee agencies, including:

- The California Department of Fish and Game with regard to the fish and wildlife of the state, to designated rare or endangered native plants, and to game refuges, ecological reserves, and other areas administered by the department
- The State Lands Commission with regard to state owned "sovereign" lands such as the beds of navigable waters and state school lands
- The State Department of Parks and Recreation with regard to units of the State Park System
- The University of California with regard to sites within the Natural Land and Water Reserves System

Since neither the RWQCB nor the SCAQMD is on this list, neither is a trustee agency. It should also be noted that, although either agency may have approval authority over individual



development projects within the redevelopment plan area, neither the RWQCB nor the SCAQMD has any approval authority over the redevelopment plan itself.



DONALD L. WOLFE, Director

COUNTY OF LOS ANGELES

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April 26, 2006

2

IN REPLY PLEASE

REFER TO FILE: LD-0

Mr. Donald Dean
County of Los Angeles
Community Development Commission
2 Coral Street
Monterey Park, CA 91755

Dear Mr. Dean:

WHITESIDE REDEVELOPMENT PROJECT AREA PLAN DRAFT ENVIRONMENTAL IMPACT REPORT UNINCORPORATED COUNTY AREA OF CITY TERRACE

We reviewed the Draft Environmental Impact Report (DEIR) for the Whiteside Redevelopment Project Area Plan and have the following comments:

The traffic study in the DEIR is currently incomplete and shall be revised to address the comments noted below. Based on these revisions, additional comments may be forthcoming during our subsequent review.

- Page 34, Table 6A, Intersection Level of Service Analysis, shall be revised to reflect the threshold of significant impact as defined by the Los Angeles County Traffic Impact Analysis Guidelines. The County guidelines imply intersection Level of Service (LOS) above C as acceptable. Therefore, the baseline volume to capacity ratio (v/c) for LOS below C can be taken as 0.71 as defined in the guidelines. Utilizing this baseline, the following intersections shall be reanalyzed and subsequent changes made to the study.

Herbert Avenue at Medford Street
Herbert Avenue at Whiteside Street
Eastern Avenue at Medford Street

- Pages 36–37, Physical Mitigation Measures, based on the reanalysis requested above, the following proposed mitigation measures shall be verified and corrected if necessary. All affected calculations, tables, and other documentation shall be revised as required.

Mr. Donald Dean
April 26, 2006
Page 2

- Based on County guidelines, the following intersections will not have a significant impact due to the project (project impact) or project plus other related projects (cumulative impact).

Herbert Avenue at Whiteside Street
Herbert Avenue at Medford Street

- Based on the County guidelines, the following intersection will have a significant impact due to the cumulative impact. The project shall propose an alternative mitigation measure to reduce the traffic impact to a level of less than significant. The project shall pay its proportionate share of the physical mitigation measure and the traffic signal installation.

Bonnie Beach Place/San Bernardino (I-10) Off-Ramp at City Terrace Drive

- The proposed mitigation measure for the following intersection is not acceptable. The project shall propose an alternative mitigation measure to reduce the traffic impact to a level of less than significant.

Eastern Avenue at City Terrace Drive

The following typographical revisions are requested:

Page 8 of the Environmental Assessment in Appendix B under **Impact Categories**, revise "Waste Water" to "Wastewater". Also, under **Source or Documentation** for Wastewater, replace "water conveyance" with "wastewater conveyance".

If you have any questions, please contact Ms. Clarice Nash at (626) 458-5910.

DONALD L. WOLFE
Director of Public Works



ROSSANA D'ANTONIO
Assistant Division Engineer
Land Development Division

CRN:jmw
P:\ldpub\CEQA\Clarice\Whitside\DEIR.doc

Letter 2

COMMENTER: Rosanna D'Antonio, Assistant Division Engineer, County of Los Angeles
Department of Public Works

DATE: April 26, 2006

RESPONSE:

Response 2A

The commenter requests reanalysis of the following three intersections to reflect the threshold of significant impact as defined by the Los Angeles County Traffic Impact Analysis Guidelines:

- Herbert Avenue at Medford Street
- Herbert Avenue at Whiteside Street
- Eastern Avenue at Medford Street

The EIR traffic study has been revised based on the comment. Using a baseline V/C ratio for LOS below C of 0.71 would remove the project-related and cumulative impacts at two of the above mentioned intersections: Herbert Avenue & Medford Street, and Herbert Avenue & Whiteside Street. The intersection of Eastern Avenue & Medford Street would still have a significant cumulative impact. The Final EIR text will be revised to reflect this change.

Response 2B

The commenter requests verification and, if necessary, correction of the traffic study mitigation measures, based on the reanalysis requested. The "Physical Mitigation Measures" section of the traffic study and the associated EIR mitigation measures have been revised in response to this comment. As mentioned in Response 2A, two of the intersections would not have a project-related or a cumulative impact. The intersection of Eastern Avenue at Medford Street would not have a project-related impact. It would, however, still have a cumulative impact.

Response 2C

The commenter states that the following intersections will not have a significant impact due to the project (project impact) or project plus other related projects (cumulative impact) based on County Guidelines:

- Herbert Avenue at Whiteside Street
- Herbert Avenue at Medford Street

The traffic study and EIR traffic section will be revised in response to this comment. As mentioned in Response 2A, the two intersections would not have a project-related or a cumulative impact.

Response 2D

The commenter states that, based on the County guidelines, the Bonnie Beach Place/San Bernardino (I-10) Off-Ramp at City Terrace Drive intersection will have a significant impact due to the cumulative impact and requests an alternative mitigation measure.

The County determines an impact at an intersection based on ICU calculations. Using V/C ratios and LOS calculated from ICU, the intersection of Bonnie Beach Pl/Eastbound I-10 Off-ramp at City Terrace Drive does not have a project-related or a cumulative impact. However, the intersection meets signal warrants under existing conditions. Individual projects within the redevelopment plan area may be requested to pay a fair share toward the installation of a traffic signal at the intersection.

Response 2E

The commenter states that the proposed mitigation measure for the Eastern Avenue/City Terrace Drive intersection is not acceptable. The intersection of Eastern Avenue at City Terrace Drive is significantly impacted under existing plus ambient plus project conditions and under cumulative plus project conditions. An alternative mitigation measure is proposed for the intersection. The mitigation involves the restriping of the eastbound approach to provide one left-turn lane, one shared through/right-turn lane and one right-turn only lane. This would require parking removal on the south side of the curb. Since the existing sidewalk on the south side of the curb is 15 feet wide, additional roadway width could be obtained by taking a portion of the sidewalk. This improvement would reduce the project-related impact at the intersection to less than significant level. The cumulative impact at the intersection, however, would only be partly mitigated. The intersections would remain significantly impacted during the A.M. peak hour under the cumulative scenario.

Individual projects within the redevelopment plan area would pay their fair share toward the mitigation of the above impact.



Arnold
Schwarzenegger
Governor

May 1, 2006

STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

3

Donald Dean
Los Angeles County Community Development Commission
2 Coral Circle
Monterey Park, CA 91755

Subject: Whiteside Redevelopment Project Area
SCH#: 2005101007

Dear Donald Dean:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on April 28, 2006, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Letter 3

COMMENTER: Terry Roberts, Director, State Clearinghouse

DATE: May 1, 2006

RESPONSE:

The commenter indicates that the LACDC has complied with State Clearinghouse review requirements for draft environmental documents and that no state agencies submitted comments on the Draft EIR. No response is necessary.

ATTACHMENT B

MITIGATION MONITORING AND REPORTING PROGRAM

Whiteside Redevelopment Plan FEIR/EA
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
AIR QUALITY							
AQ-1(a) Dust (PM10) Control. Dust generated by development activities shall be kept to a minimum with a goal of retaining dust onsite through the following: <ul style="list-style-type: none">During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease.During clearing, grading, earth moving, excavation, or transportation of cut or fill materials streets and sidewalks within 150 feet of the site perimeter shall be swept and cleaned a minimum of twice weekly.During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.	Field verification during construction	Throughout construction of individual projects	Periodically during construction	CDC/DRP			
AQ-1(b) NOx Control from Construction Equipment. Construction equipment shall meet the following conditions in order to minimize NOx emissions: <ul style="list-style-type: none">The number of pieces of equipment operating simultaneously must be minimized through efficient management practices;Construction equipment must be maintained per manufacturer's specifications;Equipment shall be equipped with 2- to 4 degree engine timing retard or pre-combustion chamber	Field verification during construction	Throughout construction of individual projects	Periodically during construction	CDC/DRP			

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<ul style="list-style-type: none"> engines; Catalytic converters shall be installed, if feasible; Diesel powered equipment such as booster pumps or generators should be replaced by electric equipment, if feasible; and NOx emissions during construction shall be reduced by limiting the operation of heavy-duty construction equipment to no more than 5 pieces of equipment at any one time. Diesel trucks shall be prohibited from idling for more than five minutes. Preferential consideration shall be given to construction contractors who use clean fuel construction equipment, emulsified diesel fuels, and/or construction equipment that uses low sulfur diesel and is equipped with oxidation catalysts, particulate traps, or other retrofit technologies. 							
<p>AQ-1(c) VOC Control. All architectural coatings used by individual plan area developers shall have low volatile organic compound (VOC) content as required by SCAQMD Rule 1113. In addition, the following shall be implemented by individual developers:</p> <ul style="list-style-type: none"> Buildings shall be constructed using materials that do not require painting; or Daily coating use shall be restricted to 65 gallons per day (assuming a VOC content of 1.1 pounds per gallon). 	Field verification during construction	Throughout construction of individual projects	Periodically during construction	CDC/DRP			
HAZARDS							
<p>HAZ-1 Individual Environmental Site Assessment. Prior to the issuance of grading and/or building permits for new developments with the redevelopment plan area, individual project applicants within the plan area shall be required to undertake the following:</p>	Verification that site assessments and any needed mitigation are implemented	Prior to issuance of grading/building permits for individual projects	Once for each individual project	CDC/DRP			

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<ul style="list-style-type: none"> • Prepare a Phase I Environmental Site Assessment (ESA) to examine the potential for onsite contamination issues. For redevelopment of existing structures, the Phase I ESA shall include examination of the possible presence of asbestos containing materials and lead based paint. • In the event that recognized environmental conditions are identified, Phase II environmental testing shall be performed and recommended mitigation requirements implemented. • If contamination levels are found to exceed regulatory action levels, then remediation would be necessary. Possible approaches to remediation may include removal and/or treatment of soil or groundwater and/or removal of asbestos or lead based paint in accordance with existing regulatory requirements. Remediation activities shall be performed under the supervision of a lead oversight agency to be determined based on the nature of the issue identified. Depending upon the nature and magnitude of any identified contamination, regulatory agencies could include the County Health Department, the Regional Water Quality Control Board, or the Department of Toxic Substances Control Board. 	Verification that testing and, if necessary, remediation have been implemented	Prior to issuance of demolition permits for individual projects	Once for each individual project involving demolition	CDC/DRP			
<p>HAZ-2 Lead Based Paint Removal. Prior to the issuance of a demolition permit for any structure within the plan area built prior to 1978, the following procedures shall be implemented by the individual project applicant:</p> <ul style="list-style-type: none"> • The structure shall be tested for lead-based paint by a certified lead abatement contractor. • If lead or its compounds in excess of 0.7 mg/cm² is determined to be present, then the paint shall be removed by a licensed contractor prior to demolition. 							

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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
Lead-containing materials shall be disposed of in accordance with local, state, and federal regulations.							
HAZ-4 Residential Development Health Risk Analysis. A health risk analysis shall be conducted prior to approval of any residential development proposed within an industrial or commercial zone in the plan area. If the analysis determines a health risk exceeding an established SCAQMD or other regulatory agency standard, then the residential project shall be approved only if the health risk can be reduced to below applicable standards.	Verification that health risk assessment and any needed mitigation are implemented	Prior to issuance of grading/building permits for individual projects	Once for each individual project	CDC/DRP			
CULTURAL RESOURCES							
CR-1 Individual Property Analysis and Mitigation. Properties listed in FEIR Table 4.3-1 that will be subject to demolition, destruction, relocation, or alteration in connection with redevelopment activity shall be evaluated for their eligibility for listing on the NRHP and CRHR either as individually eligible properties or as contributors to a historic district prior to the issuance of permits for such activities. Impacts to individual properties determined to be eligible as a result of site-specific research and evaluation shall be mitigated to the greatest extent feasible. Mitigation measures considered shall include but not be limited to preservation of the resource, documentation of the historic property, interpretation of the significance of the historic property either on-site or on an appropriate off-site location, and the incorporation of design measures that serve to reduce or eliminate the impacts on the historic resource. Design measures shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties with the Guidelines for Preserving,	Verification that evaluation of NRHP and CRHR eligibility has been conducted and that, if necessary, mitigation has been incorporated	Prior to issuance of demolition permits for individual projects	Once for each individual project involving demolition	CDC/DRP			

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Whiteside Redevelopment Plan FEIR/EA
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
Rehabilitating, Restoring, and Reconstructing Historic Buildings.							
CR-2(a) Archaeological Monitoring. For properties that are determined to be historically sensitive, an archaeological monitor shall be present during the initial grading phases of the project. The archaeologist shall have the authority to temporarily halt or redirect project construction in the event that potentially significant archaeological resources are exposed. Based on the monitoring observations, the archaeologist shall have the authority to refine the monitoring requirements, as appropriate, in consultation with the lead agency. If potentially significant prehistoric or historic resources are exposed, the archaeologist shall be responsible for evaluating the nature and significance of the find. If no archaeological deposits are observed following initial grading then no further monitoring shall be required. A monitoring report shall be provided to the lead agency and the South Central Coast Information Center.	Determination of need for monitoring; review of archaeological monitor reports	Determination of need for monitor prior to issuance of grading permits for individual projects; review of monitor reports throughout grading	Monitor determination once for each individual project; review of reports at least bi-weekly during grading	CDC/DRP			
CR-2(b) Temporary Suspension of Activity. In the event that archaeological resources are exposed during project construction, all earth disturbing work within 100 meters of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in that area may resume.	Verification that work has been suspended if resources are identified	As necessary during grading for individual projects	As necessary during grading for individual projects	CDC/DRP			
CR-2(c) Coroner Notification. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Los Angeles County Coroner has made the necessary findings as to the origin and disposition pursuant to Public Resources Code Section 5097.98.	Verification of coroner notification if human remains are unearthed	As necessary during grading for individual projects	As necessary during grading for individual projects	CDC/DRP			
NOISE							
N-1(a) Construction Hours. Construction activities	Field verification of	Throughout	Periodically	CDC/DRP			

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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
throughout the plan area shall be limited to weekdays, between the hours of 7:00 a.m. to 8:00 p.m.	compliance	construction of individual projects	during construction of individual projects				
N-1(b) Diesel Equipment Specifications. All diesel equipment shall be operated with closed engine covers/doors and shall be equipped with factory recommended mufflers.	Field verification of compliance	Throughout construction of individual projects	Periodically during construction of individual projects	CDC/DRP			
N-1(c) Electrical Power. Whenever feasible, construction contractors shall use electrical power to run air compressors and similar power tools.	Field verification of compliance	Throughout construction of individual projects	Periodically during construction of individual projects	CDC/DRP			
N-1(d) Acoustical Shelters. For construction activity within 300 feet of a sensitive receptor, temporary acoustical shelters shall surround air compressors and generators used for construction.	Field verification of compliance	Throughout construction of individual projects	Periodically during construction of individual projects	CDC/DRP			
N-1(e) Noise Barriers/Phasing. The lead agency shall review all proposed development projects within the Project Area individually to determine the necessity and feasibility of additional construction noise mitigation. Additional mitigation may include, but is not limited to, the use of temporary noise barriers to shield nearby sensitive receptors, use of sound blankets on noise-generating equipment, and additional restrictions on the phasing or timing of noise generating activities such as grading.	Field verification of compliance	Throughout construction of individual projects	Periodically during construction of individual projects	CDC/DRP			
N-3 Residential Interior Noise Reduction. If residences are planned within the plan area at some point in the future, an acoustical analysis shall be conducted by a qualified acoustical expert prior to issuance of building permits. If noise at the site is found	Verification that acoustical analysis has been conducted and recommendations	Prior to issuance of building permits for individual	Once for each individual project	CDC/DRP			

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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
to exceed 65 dBA CNEL, adequate noise attenuation features shall be incorporated in order to achieve an interior level of 45 dBA CNEL or less. Specific design features may include, but are not limited to, the following: <ul style="list-style-type: none"> Air conditioning or a mechanical ventilation system in all units so that windows and doors may remain closed; Solid core exterior doors with perimeter weather stripping and threshold seals; Baffling of roof or attic vents facing the noise source; Window assemblies with a laboratory-tested STC rating of 30 or greater (windows that provide superior noise reduction capability and that are laboratory-tested are sometimes called "soundproof" windows; in general, these windows have thicker glass and/or increased air space between panes). 	incorporated into individual projects	projects					
N-4 Window and Door Retrofit. Noise levels at residences along Medford Street within the plan area shall be monitored at least bi-annually over the life of the redevelopment plan. If noise levels are found to exceed 70 dBA CNEL, the County shall offer to retrofit existing windows and exterior doors facing the noise source with window assemblies and solid core doors that will attain a 45 dBA CNEL interior noise level.	Bi-annual monitoring of noise levels at residences along Medford Street and, if necessary, verification that retrofit is offered or implemented	Bi-annually over the life of the redevelopment plan	Bi-annually over the life of the redevelopment plan				
TRAFFIC AND CIRCULATION							
T-1(a) Eastern Avenue and Ramona Boulevard and I-10/I-710 Ramps. Restripe the eastbound approach to provide for one left-turn, one shared through/left, and one shared through/right-turn lane. Caltrans right-of-way would be required, as this mitigation measure would require widening of the eastbound I-10 off-ramp. Traffic	Bi-annual monitoring of traffic levels and verification that needed improvements are implemented as needed	Bi-annually over the life of the redevelopment plan; verification that needed improvements	Monitoring bi-annually over the life of the redevelopment plan; verification of	CDC/DPW			

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					Initial	Date	Comments
signal phasing would also be need to be changed to accommodate the eastbound left-turn movements.		are implemented when determined necessary prior to issuance of additional building permits	implementation of improvements as needed				
T-1(b) Eastern Avenue and City Terrace Drive. Restripe the eastbound approach to provide one shared through/left, one through, and one shared through/right-turn lane. This would require parking removal on the south side of the curb. Since the existing sidewalk is 15 feet wide, additional roadway width could be obtained by taking portion of the sidewalk.	Bi-annual monitoring of traffic levels and verification that needed improvements are implemented as needed	Bi-annually over the life of the redevelopment plan; verification that needed improvements are implemented when determined necessary prior to issuance of additional building permits	Monitoring bi-annually over the life of the redevelopment plan; verification of implementation of improvements as needed	CDC/DPW			
T-3(a) Herbert Avenue and City Terrace Drive. Restripe the eastbound approach and westbound departure to provide for two left-turn lanes and two through lanes.	Bi-annual monitoring of traffic levels and verification that needed improvements are implemented as needed	Bi-annually over the life of the redevelopment plan; verification that needed improvements are implemented when determined necessary prior to issuance of additional building permits	Monitoring bi-annually over the life of the redevelopment plan; verification of implementation of improvements as needed	CDC/DPW			

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					Initial	Date	Comments
T-3(b) Eastern Avenue and Medford Street. Restripe the northbound approach and southbound departure to provide for two left-turn lanes and one through lane in the northbound approach. This would require removal of the raised traffic island for the southbound right-turn lane. The traffic signal located on the raised traffic island would need to be relocated or replaced. Removal of parking on the east side of the curb would also be required.	Bi-annual monitoring of traffic levels and verification that needed improvements are implemented as needed	Bi-annually over the life of the redevelopment plan; verification that needed improvements are implemented when determined necessary prior to issuance of additional building permits	Monitoring bi-annually over the life of the redevelopment plan; verification of implementation of improvements as needed	CDC/DPW			
T-3(c) Worth Street/Boca Drive and Valley Boulevard. Restripe the northbound approach to provide for one left-turn lane and one shared through/right-turn lane. This is a City of Los Angeles intersection. The lanes would be restriped to the City's minimum lane width standards.	Bi-annual monitoring of traffic levels and verification that needed improvements are implemented as needed	Bi-annually over the life of the redevelopment plan; verification that needed improvements are implemented when determined necessary prior to issuance of additional building permits	Monitoring bi-annually over the life of the redevelopment plan; verification of implementation of improvements as needed	CDC/DPW			
T-3(d) Soto Street and Alcazar Street. Widen the roadway to provide for one left, two through, and one shared through/right-turn lane on the northbound approach. Widen the westbound approach to provide for one shared through/left and one shared through/right-turn lane. Soto Street is designated a major highway with 100-foot right-of-way; therefore, it is assumed that the	Bi-annual monitoring of traffic levels and verification that needed improvements are implemented as needed	Bi-annually over the life of the redevelopment plan; verification that needed improvements are implemented	Monitoring bi-annually over the life of the redevelopment plan; verification of implementation	CDC/DPW			

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conditional improvement from the USC-HNRT project to convert the southbound right-turn lane to a shared through/right-turn lane would also require the widening of the roadway on the southbound departure side to provide for three through receiving lanes. Parking on the west side of the curb south of the intersection would need to be removed. To accommodate the roadway requirements for the northbound approach widening, additional right-of-way would be required.		when determined necessary prior to issuance of additional building permits	of improvements as needed				

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ATTACHMENT C

FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS

Whiteside Redevelopment Plan Final EIR Findings and Statement of Overriding Considerations

Findings of Fact

In addition to certifying the Final Environmental Impact Report (FEIR), the following findings must be made for the Whiteside Redevelopment Plan:

1. The FEIR contains all of the mandatory contents of Environmental Impact Reports, as contained in Public Resources Code §21000 *et seq.* ("CEQA"), and the Guidelines for Implementation of the California Environmental Quality Act, Title 14, California Code of Regulations §15000 *et seq.* ("CEQA Guidelines").

It can be found that the FEIR for the Whiteside Redevelopment Plan has been prepared in compliance with CEQA. The Community Development Commission of the County of Los Angeles (LACDC) staff reviewed the document for accuracy, consistency, and completeness prior to its release for public review. Therefore, it is found that the FEIR document reflects the independent judgment of the LACDC.

2. Pursuant to Section 15091 of the State CEQA Guidelines:

"No public agency shall approve or carry out a project for which an Environmental Impact Report has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

- 1) Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR."

The following environmental impact findings on specific environmental issues must be made in order to approve the project:

a. Traffic and Circulation

Project operation would increase traffic levels on the local circulation system, resulting in significant impacts at a number of intersections under County of Los Angeles standards. No feasible mitigation is available that could mitigate the

impact at the Eastern Avenue/Paseo Rancho Castilla/State University Drive intersection. The impact at that location is considered unavoidably significant.

The FEIR includes the following mitigation measures for impacts at various intersections:

T-1(a) Eastern Avenue and Ramona Boulevard and I-10/I-710

Ramps. Restripe the eastbound approach to provide for one left-turn, one shared through/left, and one shared through/right-turn lane. Caltrans right-of-way would be required, as this mitigation measure would require widening of the eastbound I-10 off-ramp. Traffic signal phasing would also be need to be changed to accommodate the eastbound left-turn movements.

T-1(b) Eastern Avenue and City Terrace Drive. Restripe the eastbound approach to provide one shared through/left, one through, and one shared through/right-turn lane. This would require parking removal on the south side of the curb. Since the existing sidewalk is 15 feet wide, additional roadway width could be obtained by taking portion of the sidewalk.

T-3(a) Herbert Avenue and City Terrace Drive. Restripe the eastbound approach and westbound departure to provide for two left-turn lanes and two through lanes.

T-3(b) Eastern Avenue and Medford Street. Restripe the northbound approach and southbound departure to provide for two left-turn lanes and one through lane in the northbound approach. This would require removal of the raised traffic island for the southbound right-turn lane. The traffic signal located on the raised traffic island would need to be relocated or replaced. Removal of parking on the east side of the curb would also be required.

T-3(c) Worth Street/Boca Drive and Valley Boulevard. Restripe the northbound approach to provide for one left-turn lane and one shared through/right-turn lane. This is a City of Los Angeles intersection. The lanes would be restriped to the City's minimum lane width standards.

T-3(d) Soto Street and Alcazar Street. Widen the roadway to provide for one left, two through, and one shared through/right-turn lane on the northbound approach. Widen the westbound approach to provide for one shared through/left and one shared through/right-turn lane. Soto Street is designated a major highway with 100-foot right-of-way; therefore, it is assumed that the conditional improvement from the USC-HNRT project to convert the southbound right-turn lane to a shared through/right-turn lane would also require the widening of the roadway on the southbound departure side to provide for three through receiving

lanes. Parking on the west side of the curb south of the intersection would need to be removed. To accommodate the roadway requirements for the northbound approach widening, additional right-of-way would be required.

Based on the above facts, it can be found that:

All feasible and reasonable mitigation measures relating to traffic have been identified in the FEIR and are included in the Mitigation Monitoring and Reporting Program and conditions of approval for the project. The mitigation measures would reduce the significant impacts at the above mentioned intersections to a less than significant level pursuant to Section 15091(a)(1) of the CEQA Guidelines. However, no feasible mitigation measures are available for the significant project impact at the Eastern Avenue/Paseo Rancho Castilla/State University Drive intersection. Technical considerations make the mitigation of traffic and circulation impacts infeasible, pursuant to Section 15091(a)(3) of the CEQA Guidelines.

b. Noise

Construction of individual redevelopment plan area project would intermittently generate noise levels within and adjacent to the plan area in excess of county standards.

The FEIR includes the following mitigation measures to address the project's construction noise impacts:

N-1(a) Construction Hours. Construction activities at the site shall be limited to weekdays, between the hours of 7:00 a.m. to 8:00 p.m.

N-1(b) Diesel Equipment Specifications. All diesel equipment shall be operated with closed engine doors/covers and shall be equipped with factory recommended mufflers.

N-1(c) Electrical Power. Whenever feasible, construction contractors shall use electrical power to run air compressors and similar power tools.

N-1(d) Acoustical Shelters. For construction activity within 300 feet of a sensitive receptor, temporary acoustical shelters shall surround air compressors and generators used for construction.

N-1(e) Noise Barriers/Phasing. The lead agency shall review all proposed development projects within the Project Area individually to determine the necessity and feasibility of additional construction noise mitigation. Additional mitigation may include, but is not limited to, the use of temporary noise barriers to shield nearby sensitive receptors, use of sound blankets on noise-generating equipment, and additional restrictions on the phasing or timing of noise generating activities such as grading.

N-3 Residential Interior Noise Reduction. If residences are planned within the plan area at some point in the future, an acoustical analysis

shall be conducted by a qualified acoustical expert prior to issuance of building permits. If noise at the site is found to exceed 65 dBA CNEL, adequate noise attenuation features shall be incorporated in order to achieve an interior level of 45 dBA CNEL or less. Specific design features may include, but are not limited to, the following:

- Air conditioning or a mechanical ventilation system in all units so that windows and doors may remain closed;
- Solid core exterior doors with perimeter weather stripping and threshold seals;
- Baffling of roof or attic vents facing the noise source;
- Window assemblies with a laboratory-tested STC rating of 30 or greater (windows that provide superior noise reduction capability and that are laboratory-tested are sometimes called “soundproof” windows; in general, these windows have thicker glass and/or increased air space between panes).

N-4 Window and Door Retrofit. Noise levels at residences along Medford Street within the plan area shall be monitored at least bi-annually over the life of the redevelopment plan. If noise levels are found to exceed 70 dBA CNEL, the County shall offer to retrofit existing windows and exterior doors facing the noise source with window assemblies and solid core doors that will attain a 45 dBA CNEL interior noise level.

All feasible and reasonable mitigation measures for impacts relating to noise have been identified in the FEIR and are included in the Mitigation Monitoring and Reporting Program and conditions of approval for the project. The proposed mitigation measures will reduce impacts relating to noise to a level of insignificance pursuant to Section 15091(a)(1) of the CEQA Guidelines.

c. Air Quality

Construction of individual development projects within the Whiteside Redevelopment Plan area would generate temporary emissions of air pollutants. The FEIR includes the following mitigation measures to reduce construction-related emissions to the maximum degree feasible:

AQ 1(a)Dust Control. Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust onsite as follows:

- During clearing, grading, earth moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems are to be used to prevent dust from leaving the site and to create a crust after each day's activities cease.
- During clearing, grading, earth moving, excavation, or transportation of cut or fill materials streets and sidewalks within 150 feet of the site perimeter shall be swept and cleaned a minimum of twice weekly.
- During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from

leaving the site. At a minimum, this would include wetting down such areas in the later morning and after work is completed for the day and whenever wind exceeds 15 miles per hour.

- Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.

AQ 1(b)Construction Equipment Conditions. Construction equipment used onsite shall meet the following conditions in order to minimize NOx emissions:

- The number of pieces of equipment operating simultaneously must be minimized through efficient management practices;
- Construction equipment must be maintained per manufacturer's specifications;
- Equipment shall be equipped with 2- to 4 degree engine timing retard or precombustion chamber engines;
- Catalytic converters shall be installed, if feasible;
- Diesel powered equipment such as booster pumps or generators should be replaced by electric equipment, if feasible;
- NOx emissions during construction shall be reduced by limiting the operation of heavy-duty construction equipment to no more than 5 pieces of equipment at any one time;
- Diesel trucks shall be prohibited from idling for more than five minutes, and;
- Preferential consideration shall be given to construction contractors who use clean fuel construction equipment, emulsified diesel fuels, and/or construction equipment that uses low sulfur diesel and is equipped with oxidation catalysts, particulate traps, or other retrofit technologies.

AQ-1(c)VOC Control. All architectural coatings used by individual plan area developers shall have low volatile organic compound (VOC) content as required by SCAQMD Rule 1113. In addition, the following shall be implemented by individual developers:

- Buildings shall be constructed using materials that do not require painting; or
- Daily coating use shall be restricted to 65 gallons per day (assuming a VOC content of 1.1 pounds per gallon).

Based on the above facts, it can be found that:

All feasible and reasonable mitigation measures for air quality impacts have been identified in the FEIR and are included in the Mitigation Monitoring and Reporting Program and conditions of approval for the project. The proposed mitigation measures will reduce impacts relating to air quality to a level of insignificance pursuant to Section 15091(a)(1) of the CEQA Guidelines.

d. Cultural Resources

Although no known cultural resources exist in the redevelopment area, future developments accommodated by the Whiteside Redevelopment Plan could potentially involve demolition, destruction, relocation, or alteration of potentially significant historic resources and/or archeological sites.

The FEIR includes the following mitigation measures to address possible impacts to cultural resources:

CR-1 Individual Property Analysis and Mitigation. Properties listed in FEIR/EA Table 4.3-1 that will be subject to demolition, destruction, relocation, or alteration in connection with redevelopment activity shall be evaluated for their eligibility for listing on the NRHP and CRHR either as individually eligible properties or as contributors to a historic district prior to the issuance of permits for such activities. Impacts to individual properties determined to be eligible as a result of site-specific research and evaluation shall be mitigated to the greatest extent feasible. Mitigation measures considered shall include but not be limited to preservation of the resource, documentation of the historic property, interpretation of the significance of the historic property either on-site or on an appropriate off-site location, and the incorporation of design measures that serve to reduce or eliminate the impacts on the historic resource.

Design measures shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties with the Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.

CR-2(a) Archaeological Monitoring. For properties that are determined to be historically sensitive, an archaeological monitor shall be present during the initial grading phases of the project. The archaeologist shall have the authority to temporarily halt or redirect project construction in the event that potentially significant archaeological resources are exposed. Based on the monitoring observations, the archaeologist shall have the authority to refine the monitoring requirements, as appropriate, in consultation with the lead agency. If potentially significant prehistoric or historic resources are exposed, the archaeologist shall be responsible for evaluating the nature and significance of the find. If no archaeological deposits are observed following initial grading then no further monitoring shall be required. A monitoring report shall be provided to the lead agency and the South Central Coast Information Center.

CR-2(b) Temporary Suspension of Activity. In the event that archaeological resources are exposed during project construction, all earth disturbing work within 100 meters of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in that area may resume.

CR-2(c)Coroner Notification. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the Los Angeles County Coroner has made the necessary findings as to the origin and disposition pursuant to Public Resources Code Section 5097.98.

Based on the above facts, it can be found that:

All feasible and reasonable mitigation measures for cultural resource impacts have been identified in the FEIR and are included in the Mitigation Monitoring and Reporting Program and conditions of approval for the project. The proposed mitigation measures will reduce impacts relating to cultural resources to a level of insignificance pursuant to Section 15091(a)(1) of the CEQA Guidelines.

e. Hazards

The possible presence of soil and/or groundwater contamination within the redevelopment plan area has the potential to adversely affect future construction workers, local residents, and employees.

The FEIR includes the following mitigation measures to address potential soil and/or groundwater impacts:

- HAZ-1 Individual Environmental Site Assessment.** Prior to the issuance of grading and/or building permits for new developments within the redevelopment plan area, individual project applicants within the plan area shall be required to undertake the following:
- Prepare a Phase I Environmental Site Assessment (ESA) to examine the potential for onsite contamination issues. For redevelopment of existing structures, the Phase I ESA shall include examination of the possible presence of asbestos containing materials and lead based paint.
 - In the event that recognized environmental conditions are identified, Phase II environmental testing shall be performed and recommended mitigation requirements implemented.
 - If contamination levels are found to exceed regulatory action levels, then remediation would be necessary. Possible approaches to remediation may include removal and/or treatment of soil or groundwater and/or removal of asbestos or lead based paint in accordance with existing regulatory requirements. Remediation activities shall be performed under the supervision of a lead oversight agency to be determined based on the nature of the issue identified. Depending upon the nature and magnitude of any identified contamination, regulatory agencies could include the County Health Department, the Regional Water Quality Control Board, or the Department of Toxic Substances Control Board.

HAZ-2 Lead Based Paint Removal. Prior to the issuance of a demolition permit for any structure within the plan area built prior to 1978, the following procedures shall be implemented by the individual project applicant:

- The structure shall be tested for lead-based paint by a certified lead abatement contractor.
- If lead or its compounds in excess of 0.7 mg/cm² is determined to be present, then the paint shall be removed by a licensed contractor prior to demolition. Lead-containing materials shall be disposed of in accordance with local, state, and federal regulations.

HAZ-4 Residential Development Health Risk Analysis. A health risk analysis shall be conducted prior to approval of any residential development proposed within an industrial or commercial zone in the plan area. If the analysis determines a health risk exceeding an established SCAQMD or other regulatory agency standard, then the residential project shall be approved only if the health risk can be reduced to below applicable standards.

Based on the above facts, it can be found that:

All feasible and reasonable mitigation measures for potential hazards impacts have been identified in the FEIR and are included in the Mitigation Monitoring and Reporting Program and conditions of approval for the project. The proposed mitigation measures will reduce impacts relating to hazards to a level of insignificance pursuant to Section 15091(a)(1) of the CEQA Guidelines.

f. Alternatives

The FEIR examines three alternatives to the proposed project, as described below.

Alternative 1 - No Project. This alternative assumes that the redevelopment plan is not approved and that the Whiteside area continues to be maintained in its current industrial/commercial/residential use.

Alternative 2 – No Residential Component. This alternative would eliminate the residential component from the growth projection for the redevelopment plan. All other elements of the redevelopment plan would remain the same and would include: 50,000 square feet of retail space, 82,023 square feet of biotechnology space, and 304,939 square feet of industrial space. This alternative would reduce environmental impacts related to air quality, hazards, noise, and traffic.

Alternative 3 – No Biotechnology Component. This alternative would remove the biotechnology component from the redevelopment plan. This alternative was selected because of uncertainties about the feasibility of fostering biotechnology development in the area. All other elements of the redevelopment plan would remain the same and would include: 50,000 square feet of retail space, 304,939 square feet of industrial space, and 80 residential units. This alternative would reduce environmental impacts related to air quality, hazards, noise, and traffic.

The No Project alternative could be considered environmentally superior overall since it would have no impact. However, that alternative would not fulfill the objective of redeveloping the plan area to eliminate blighting influences. Moreover, the No Project

alternative would not improve aesthetic conditions in the area or foster the remediation of existing contaminated sites.

All of the alternatives could be considered superior to the proposed plan in some respects. However, in actuality, these alternatives merely represent different growth assumptions rather than different plans. Overall, the “No Residential Component” alternative is considered environmentally superior since it would avoid potential hazard and noise conflicts associated with introduction of residences to a largely industrial area.

Statement of Overriding Considerations

When a project results in significant unavoidable adverse effects, CEQA requires the decision-making body of the lead agency to balance the benefit of the project against its unavoidable adverse effects in determining whether to approve a project. If the lead agency approves a project with significant environmental effects, the lead agency is required to adopt a Statement of Overriding Considerations, pursuant to CEQA Guidelines Section 15093, describing specific reasons to support its action.

The projected development in the Whiteside Redevelopment Plan area will result in unavoidable adverse impacts related to traffic. The project benefits will include the elimination of blighting influences within the plan area through public investment that is hoped will foster private investment. Because of the project’s potential economic, aesthetic and other benefits to the community, the County has determined that the project benefits outweigh, and therefore override, the unavoidable traffic impacts.

**REPORT TO THE BOARD OF SUPERVISORS
FOR THE
REDEVELOPMENT PLAN
FOR THE
WHITESIDE REDEVELOPMENT PROJECT**

Prepared for:

**THE COMMUNITY DEVELOPMENT COMMISSION
OF THE
COUNTY OF LOS ANGELES**

Prepared by:

Keyser Marston Associates, Inc.

MAY 2006

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**REPORT TO THE BOARD OF SUPERVISORS
FOR THE
REDEVELOPMENT PLAN
FOR THE
WHITESIDE REDEVELOPMENT PROJECT**

I. INTRODUCTION

A. PURPOSE

This Report to the Board of Supervisors ("Report") for the proposed adoption of the Redevelopment Plan ("Plan") for the Whiteside Redevelopment Project ("Project Area" or "Project") has been prepared for the Community Development Commission of the County of Los Angeles ("Commission" or "CDC" or "LACDC") to fulfill the requirements of Section 33352 of the California Community Redevelopment Law (Health and Safety Code Section 33000 *et seq.*; the "CRL"). The Project Area consists of approximately 171 acres and is located within a portion of the City Terrace area referred to as "Whiteside", which is located within the County of Los Angeles ("County") unincorporated territory along the Interstate 10 Freeway west of the Interstate 710 Freeway (see Figure 1). The Project Area is generally bounded by the City of Los Angeles communities of Boyle Heights on the west and Lincoln Heights on the north, and unincorporated County territory to the south, and the City of Monterey Park on the east. The Project Area primarily consists of industrial land uses with smaller areas consisting of commercial, residential and public land uses. Major streets that traverse the Project Area include Herbert Avenue, Medford Street, Fowler Street, and Whiteside Street.

The Report is one of the legally required documents leading to the adoption of the proposed Plan. The purpose of the Report is to provide the information, documentation, and evidence required by CRL Section 33352 to accompany the proposed Plan when these documents are submitted by the Commission to the Board of Supervisors of the County of Los Angeles ("Board of Supervisors") for review. Such information, documentation, and evidence is provided to assist the Board of Supervisors in its consideration of the proposed Plan and in making the various findings associated with the adoption of the proposed Plan.

The Report is divided into sections that generally correspond to the subdivisions contained in CRL, Section 33352, which specify the required contents of the Report pertaining to the proposed Plan as described below.

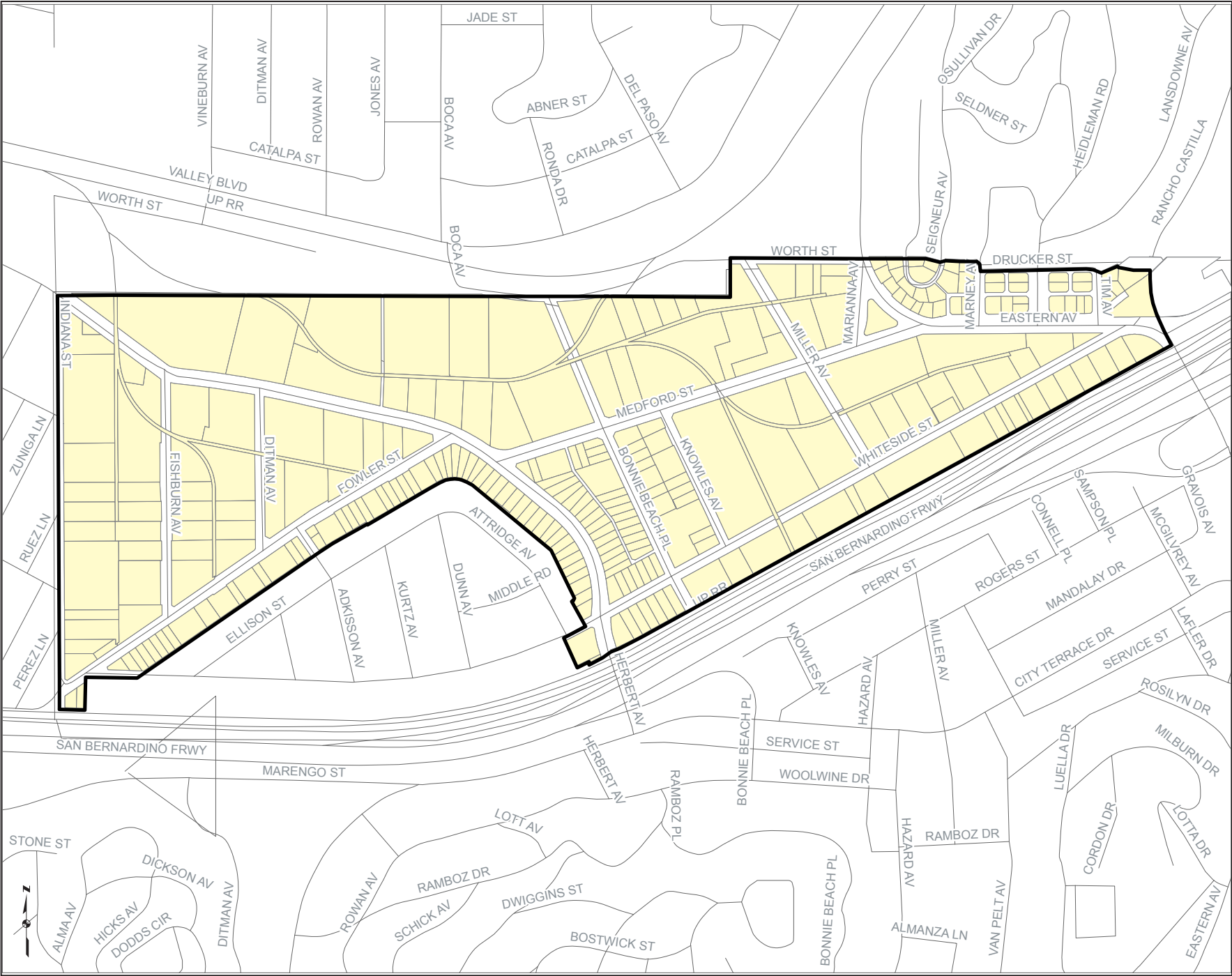
Organization of the Report to the Board of Supervisors

<u>CRL Section</u>		<u>Report Section</u>
33352 (a)	<i>The reasons for the selection of the Project Area, a description of the specific projects proposed by the Commission, a description of how these projects will improve or alleviate the conditions described in subdivision (b).</i>	Sections II and IV
33352 (b)	<i>A description of the physical and economic conditions specified in Section 33031 that exist in the area that cause the Project Area to be blighted. The description shall include a list of the conditions described in Section 33031 that exist within the Project Area and a map showing where in the Project the conditions exist.</i>	Section III
33352 (c)	<i>Implementation Plan that describes the specific goals and objectives of the Commission, specific projects then proposed by the Commission, including a program of actions and expenditures proposed to be made within the first five years of the proposed Plan, and a description of how these projects will improve or alleviate the conditions described in Section 33031.</i>	Section VI
33352 (d)	<i>An explanation of why the elimination of blight and the redevelopment of the Project Area cannot reasonably be expected to be accomplished by private enterprise acting alone or by the legislative body's use of financing alternatives other than tax increment financing.</i>	Sections III and V
33352 (e)	<i>The proposed method of financing the redevelopment of the Project Area in sufficient detail so that the legislative body may determine the economic feasibility of the proposed Plan.</i>	Section V
33352 (f)	<i>A method or plan for the relocation of families and persons to be temporarily or permanently displaced from housing facilities in the Project Area.</i>	Section VII
33352 (g)	<i>Analysis of the Preliminary Plan.</i>	Section VIII
33352 (h)	<i>The report and recommendations of the Planning Commission.</i>	Section IX

Organization of the Report to the Board of Supervisors (continued)

<u>CRL</u> <u>Section</u>		<u>Report</u> <u>Section</u>
33352 (i)	<i>The summary referred to in Section 33387 (Project Area Committee) and consultations with residents, businesses and community organizations). The formation of a Project Area Committee was determined to be not necessary; therefore, only a summary of consultations with property owners and occupants within the Project Area are included within this Report.</i>	Section X
33352 (j)	<i>The report required by Section 65402 of the Government Code.</i>	Section IX
33352 (k)	<i>The report required by Section 21151 of the Public Resources Code. [This Report will incorporate by reference and contains a summary of the Environmental Impact Report prepared for the proposed Plan. The Final Environmental Impact Report will be submitted to the Board of Supervisors and Commission under a separate cover.]</i>	Section XI
33352 (l)	<i>The report of the County Fiscal Officer per Section 33328 of the CRL (base year report).</i>	Section XIII
33352 (m)	<i>Neighborhood Impact Report.</i>	Section XII
33352 (n)	<i>An analysis by the agency of the report submitted by the county as required by Section 33328 (base year report), which shall include a summary of the consultation of the agency, with each of the affected taxing entities.</i>	Section XIII

FIGURE 1
PROJECT AREA BOUNDARY MAP



II. REASONS FOR SELECTION OF THE PROJECT AREA

The primary reason for the selection of the Project Area is to eliminate the conditions of blight within the Project Area, as defined by the CRL, including buildings that are unsafe or unhealthy to live or work, incompatible land uses, depreciated or stagnant property values, impaired investments, low lease rates, and a high crime rate, and to prevent the re-occurrence of such blight. The Redevelopment Plan will also provide the framework for the future planning, development, and rehabilitation of the Project Area. Furthermore, the Commission is considering revitalizing the Whiteside area by assisting in developing incubator biomedical land uses within the Project Area to support current biomedical research and development at County-USC Health Services Campus, Cal-State Los Angeles and adjacent areas. To facilitate redevelopment of the area and in particular the biomedical technology industry, the Commission is considering a joint effort with the Community Redevelopment Agency of the City of Los Angeles (LACRA), which has an adjacent redevelopment project area (Adelante Eastside Redevelopment Project Area). The concept is that both entities would work cooperatively to attract and encourage development of the biomedical industry in the combined area. This joint effort would include merging all of the Whiteside Project Area with the Adelante Eastside Redevelopment Project Area. The primary area of focus for future biomedical industry development would consist of the Project Area and approximately 750 acres of the 2,164-acre Adelante Eastside Redevelopment Project Area (the "Focus Area"). Both the LACRA and Commission would retain the respective redevelopment areas but a new "Joint Powers Authority" would be formed to govern the Focus Area. The adoption of the Whiteside Redevelopment Project would be the first step in this joint effort, which would be followed by a merger of the Adelante Eastside and Whiteside Redevelopment Project Areas. The nature of the Joint Powers Authority and other concerns will be addressed in a Cooperative Agreement between the Commission and LACRA.

The proposed method of financing redevelopment of the Whiteside Project Area presented in this Report assumes that the Project Area would be solely financed by tax increment from the Whiteside Project Area. Additional financial information is provided on the Adelante Eastside Redevelopment Project that identifies future discretionary tax increment from the portion of the Adelante Eastside Redevelopment Project Area that would be included in the Focus Area and may be available to assist in financing redevelopment within the Whiteside Project Area.

Depending on private sector interest and growth in the biomedical technology industries, the Commission may assist in other compatible industrial and commercial uses. Small portions of the Project Area are zoned for and occupied by residential uses. The Commission may assist with the rehabilitation of these properties or new construction consistent with the zoning and the County General Plan ("General Plan"). The Commission is proposing programs designed to: upgrade public facilities and infrastructure, promote and facilitate economic development and job growth, and generally improve the quality of life for residents, business and property owners within and adjacent to the boundaries of the proposed Project Area.

In 2004, the Commission contracted with Keyser Marston Associates, Inc. (KMA) to prepare a redevelopment feasibility analysis to determine whether the Project Area would qualify as blighted for inclusion within a redevelopment project area in accordance with the CRL. The redevelopment feasibility analysis study area included the Project Area along with the residential area southwest of the Project Area along Ellison, Attridge and Whiteside Streets. Subsequent to the preparation of the redevelopment feasibility analysis, the Commission decided to exclude that portion of the residential area from the Project Area because including the residential area would not achieve the Commission's primary goal for the Project Area, which is to develop a viable biomedical technology area. Thus, in March of 2005, the Planning Commission of the County of Los Angeles, by resolution, selected the boundaries of the Project Area to be further studied as a redevelopment project area. The remaining residential uses are those that are integral to the larger Project Area and will likely be impacted and benefited by the proposed redevelopment activities. The existing conditions within the proposed Project Area, including the physical and economic blighting conditions, are described in Section III of this Report.

The purposes and objectives of the Redevelopment Plan are to eliminate the conditions of blight, as defined by Community Redevelopment Law, existing in the Project Area and to prevent the recurrence of deteriorating conditions in the Project Area. The Commission proposes to eliminate such conditions and prevent their recurrence by providing, pursuant to this Plan, for the planning, development, re-planning, redesign, redevelopment, reconstruction and rehabilitation of the Project Area and by providing for such facilities as may be appropriate or necessary in the interest of the general welfare, in accordance with the General Plan and other planning documents promulgated pursuant thereto as may be adopted or amended from time to time. The Commission proposes to:

1. Encourage the redevelopment of the Project Area subject to and consistent with the County's General Plan and/or specific development plans as may be adopted from time to time through the cooperation of private enterprise and public agencies.
2. Enhance the long-term economic well-being of the Project Area.
3. Provide public infrastructure improvements and community facilities, such as the installation, construction, and/or reconstruction of streets, utilities, public buildings and facilities (such as facilities for pedestrian circulation and parking facilities), storm drains, utility undergrounding, street lighting, landscaping and other improvements which are necessary for the effective redevelopment of the Project Area.
4. Provide for participation in the redevelopment of property in the Project Area, where feasible, by owners who agree to so participate in conformity with this Redevelopment Plan.

5. Encourage joint efforts and cooperative efforts among property owners, businesses and public agencies to achieve desirable economic development goals and programs and to reduce or eliminate deteriorating conditions.
6. Increase, improve and preserve the community's supply of affordable housing within and outside of the Project Area.
7. Acquire real property.

The foregoing goals and objectives are to be pursued and accomplished, subject to and consistent with, the General Plan, and as amended from time to time. As stated above, the proposed merger with the Adelante Eastside Redevelopment Project Area will further the Commission's attainment of the goals and objectives by providing additional financial resources and cooperative planning assistance through association with the LACRA. This will be a substantial benefit to the Project Area, the larger Focus Area and the public by accelerating revitalization of blighted areas and furthering economic vitality of the area through new improvements and increased jobs that will be provided by the expanding biomedical industry. The residents in the area will continue to benefit from programs to improve the housing stock and create additional new affordable units.

III. PHYSICAL AND ECONOMIC BLIGHTING CONDITIONS WITHIN THE PROJECT AREA

A. EXISTING LAND USES

The Project Area primarily consists of industrial uses with pockets of residential, commercial, public uses, and vacant land interspersed among the industrial uses. Table 1 shows the overall breakdown of the existing land uses within the Project Area by acreage, number of parcels, and the number of buildings. Industrial land uses represent the largest portion of the Project Area acreage at 77 percent, with 49 percent of the parcels and 51 percent of the buildings. As shown in Table 1, residential land uses, including both single- and multi-family, represent the second largest land use category within the Project Area accounting for approximately nine percent of the acreage, 29 percent of the parcels and 36 percent of the buildings. Approximately 62 percent of the residential units are multi-family dwellings. Commercial retail and office uses represent a small portion of the Project Area consisting of approximately eight percent of the total acreage, nine percent of the parcels, and 10 percent of the buildings. Public land uses represent three percent of the acreage and two percent of the parcels and two percent of the total buildings within the Project Area. The public uses consist of three State-owned parcels, a Southern California Edison substation, a California Water Service building, and two churches. The remainder of the Project Area consists of vacant land (4.9 acres) and public rights-of-way (35.9 acres) (see Table 1, Figure 2).

B. OVERVIEW OF EXISTING CONDITIONS WITHIN THE PROJECT AREA

Most of the industrial uses consist of manufacturing and heavy industrial uses with pockets of light industrial. The industrial buildings within the Project Area are primarily classified by real estate brokers as Class C buildings, with some Class B buildings mixed in. Class C buildings consist of older buildings that do not contain many of the contemporary amenities associated with newer industrial buildings. For instance, Class C buildings typically do not have HVAC systems, fire sprinkler systems, adequate ceiling heights, or dock high truck loading bays. Even Class B industrial buildings that are newer than Class C buildings often do not have all of the contemporary amenities that new Class A buildings might have such as ceiling clear heights of 24-30 feet or have 1.5 truck docking bays per 10,000 square feet of building space. Approximately 54 percent of the industrial buildings within the Project Area are older than 50 years, with 50 years considered the limit on life expectancy for heavy industrial and manufacturing buildings.¹ In fact, based upon the field survey conducted for the blight analysis, 34 percent of the industrial buildings in the Project Area are either deteriorated or dilapidated, which is primarily a combination of age, a lack of maintenance and substandard improvements. In addition, 37 percent of the industrial buildings contain characteristics of defective design or physical construction such as faulty additions or the use of poor building materials. These conditions contribute to the general perception that the industrial buildings are obsolete. As an

¹ Marshall and Swift, Marshall Valuation Service, February 2004, Section 97, pg. 7.

**TABLE 1
EXISTING LAND USE
LACDC - WHITESIDE**

Land Use	Total No. of Acres	% of Sub- Total	Total No. of Parcels in Project Area ⁴	% of Sub- Total	Total No. of Bldgs.	% of Sub- Total	Total No. of Units (Res. Or Bus.)
Residential - Single Family ¹	7.7	4.5%	53	18.0%	59	20.2%	54
Residential - Multi Family ²	4.1	2.4%	31	10.5%	47	16.1%	87
Subtotal	11.8	6.9%	84	28.6%	106	36.3%	141
Commercial - Retail	9.8	5.7%	24	8.2%	28	9.6%	30
Commercial - Office	1.0	0.6%	3	1.0%	3	1.0%	3
Subtotal	10.8	6.3%	27	9.2%	31	10.6%	33
Industrial	103.2	60.5%	142	48.3%	149	51.0%	129
Public ³	4.1	2.4%	6	2.0%	6	2.1%	
Vacant	4.9	2.9%	29	9.9%	0	0.0%	
Subtotal	112.2	65.7%	177	60.2%	155	53.1%	129
Public Right-of-Way	35.9	21.1%	6	2.0%			
TOTAL	170.7	100.0%	294	100.0%	292	100.0%	303

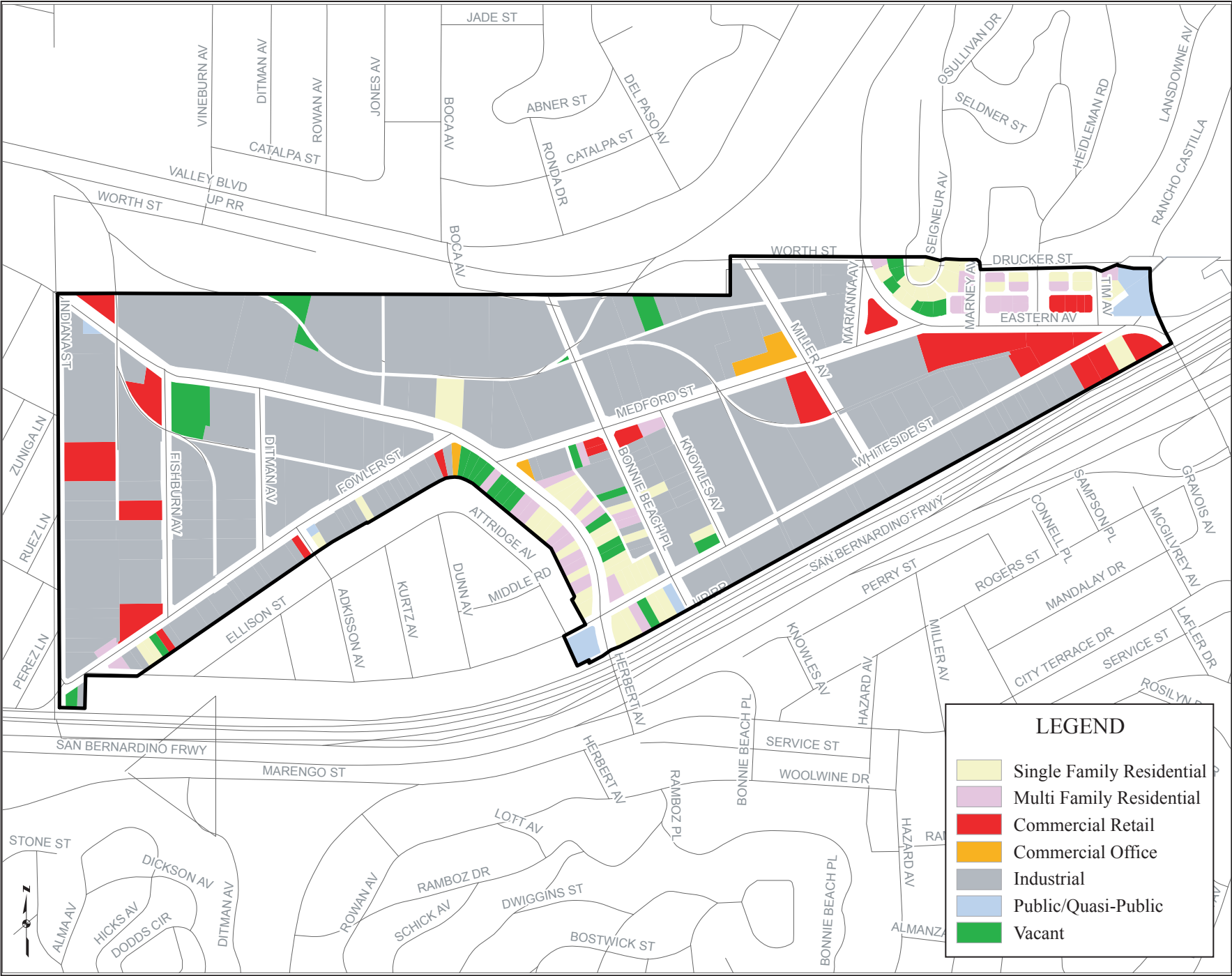
¹ Includes 54 detached single family units.

² Includes 24 duplexes, 4 apartment complexes (ranging from 4 to 6 units), and 3 triplexes.

³ Includes two state owned properties southwest of the College, two churches, and two public buildings (California Water Service and Southern California Edison sub-station). The two state owned properties are split between County and City of Los Angeles territory, and for purposes of this Report, these parcels are included within the blight analysis.

Source: Consilium Associates Field Survey, March 2004

FIGURE 2
EXISTING LAND USES MAP



example, many of the industrial structures were constructed with corrugated metal which, over the years, has rusted and been damaged with limited repair or replacement. Based upon a review of sales transactions in the Project Area over the past 10 years, the six industrial properties that listed building characteristics did not contain contemporary amenities noted above including HVAC systems, minimum 24 foot clear height ceilings and dock high truck loading bays, which are important building characteristics required of contemporary industrial businesses.

As previously stated, although the Project Area is almost fully leased, this is mainly due to it being a small area and cheap rent. According to real estate brokers interviewed, small buildings will lease faster than the larger industrial buildings. This likely is an issue of affordability and not a trend towards small industrial users. The older Class B and Class C buildings in the Project Area do not achieve lease rates or sales prices that are comparable to other parts of the County including the Central Los Angeles Industrial Submarket ("Industrial Submarket"), which the Project Area is a part. The Industrial Submarket, as defined by CoStar COMPS includes primarily the industrial areas northeast and southwest of Downtown Los Angeles. Industrial properties in the Project Area are selling for approximately 44 percent less per square foot of land and 19 percent less per square foot of building than the properties outside of the Project Area but within the Industrial Submarket. According to real estate brokers, achieving higher sales prices in the Project Area is impaired by the obsolete building stock and less desirable location. Furthermore, upkeep of industrial buildings and properties to attract major industrial businesses is further hindered due to low lease rates, which do not generate the necessary revenues to improve and maintain the property. Average lease rates are 29 percent lower in the Project Area compared to the asking lease rates within the Industrial Submarket.

The average industrial building size in the Project Area is 14,748 square feet, which is small by today's standards for industrial uses. Approximately 80 percent of the industrial buildings within the Project Area are less than 25,000 square feet, which is the minimal contemporary size for industrial manufacturing building.² Even within the Industrial Submarket, which has a large percentage of obsolete buildings, the average building size sold in the past 10 years is 19 percent larger than in the Project Area. In addition, small lot sizes affect the viability of the Project Area. The average lot size in the Project Area for industrial uses is 31,624 square feet compared to a minimum lot size of 44,244³ as identified by Urban Land Institute (ULI) and a lot size average of 71,003 square feet for industrial parcels for sale or lease in the Industrial Submarket. The small parcels also contribute to a lack of on-site parking and results in illegal parking along the streets including double-parking. Approximately 62 percent of the industrial parcels have a building-to-lot coverage that is insufficient to accommodate the preferred amount of on-site parking.

According to local real estate brokers, the benefits of the Project Area are that it has very good freeway access (minutes from five different freeways) and the close proximity to Downtown Los

² Business Park and Industrial Development Handbook, Second Edition, Urban Land Institute, pg. 136.

³ Based upon the minimum building size calculated at the average lot coverage ratio of 33% as identified by ULI.

Angeles. However, the Project Area is located on the eastern fringe of the Industrial Submarket and is not considered a desirable location in comparison to the cities of Vernon and Commerce. Most of the industrial uses within the Industrial Submarket have better access to the ports of Long Beach and San Pedro, and to Orange and San Diego Counties. The type of industrial uses in the Project Area is mixed, but tends to consist of heavy industrial uses, primarily because the County is more lax in their zoning standards than the City of Los Angeles and other nearby communities. However, even with the lax County zoning standards, the Project Area according to real estate brokers, is not even close to being comparable to other regional industrial market areas. According to one real estate broker, basically, it is a step down from Vernon and Commerce and there is no comparable market.

Although industrial properties are the predominant land use in the Project Area, there are pockets of residential properties on the fringe of the Project Area. The primary residential areas are located in the south central portion of the Project Area along Herbert Avenue between Medford Street and Whiteside Street and in the northeast corner of the Project Area between Worth Street and Tim Avenue. These areas consist of 141 units with 38 percent single-family units and 62 percent multi-family units. Approximately 22 percent of the residential structures are deteriorated or dilapidated, which is significantly less than the industrial buildings, this is still a significant level of deterioration. Like the industrial uses, many of the single-family homes and multi-family units are older and are in need of substantial investment. Approximately 85 percent of the residential structures are older than 50 years with 40 percent at least 75 years old. The average size of a single-family unit in the Project Area is 1,412 square feet and 34 percent are less than 1,000 square feet. This is small by today's standards as the average single-family unit constructed nationwide is 2,225 square feet. At the same time, the average household size or number of persons living in a unit is above the average. Approximately 49 percent of the Project Area's residential units are overcrowded, of which, 31 percent of the units are seriously overcrowded. In terms of crime, real estate brokers have indicated that crime is a major problem. Crime has increased by 13 percent from 2000 to 2004, while crime overall in the County has decreased by 12 percent. Furthermore, violent crimes within the Project Area have decreased at a significantly slower rate than the County. As a result of the physical and economic blighting conditions that exist in the Project Area, the residential (and industrial) areas are considered less desirable than other surrounding areas. The above factors affect housing values. Although single-family home sales price per square foot are similar in the immediate adjacent area, the sales price per square foot in the Project Area is 10 percent lower than the six zip codes that surround the Project Area, which includes portions of Alhambra and Monterey Park.

Finally, scattered throughout the Project Area are commercial uses, which primarily consist of older commercial retail stores serving the adjacent residential community. Approximately 43 percent of the commercial buildings in the Project Area are over 50 years old. Due to the lack of upkeep and maintenance, 35 percent of the buildings are either deteriorated or dilapidated. Furthermore, 89 percent of the commercial buildings within the Project Area are small in size and do not meet contemporary standards for the minimum size for a grocery store (30,000 square feet), which residents in the area desire. In addition, many of the retail buildings lack

necessary parking to accommodate customers. Of the 24 commercial parcels within the Project Area, 13 parcels or 54 percent have been identified as providing inadequate parking. A combination of these physical blighting conditions have impacted the value of commercial properties within the Project Area as evidenced by eight percent of the commercial properties have decreased in assessed values, 71 percent have remained stagnant, and only 21 percent have increased by more than two percent annually. Furthermore, the existing physical conditions within the Project Area have impacted the sales price of commercial uses, which from 1993 to 2004, have sold for 29 percent less than commercial properties within the same zip code.

C. URBANIZATION ANALYSIS

As defined in Section 33320.1 of the CRL, to qualify as a redevelopment project, an area must be both blighted and urbanized.

Predominately urbanized means that not less than 80 percent of the land in the project area:

1. Has been or is developed for urban uses; or
2. Is characterized by lots of irregular shape and inadequate size under multiple ownership; or
3. Is an integral part of one or more areas developed for urban uses, which are surrounded or substantially surrounded by parcels, which have been or are developed for urban uses.

This Report provides a description of the Project Area that is sufficiently detailed for a determination as to whether the Project Area is predominately urbanized. The description includes the following information:

The total number of acres within the project area:

1. The total number of acres that are characterized by parcels of irregular shape and inadequate size;
2. The total number of acres in agricultural use;
3. The total number of acres that is an integral part of area that is predominately urbanized;
4. The percent of the property within the project area that is predominately urbanized; and
5. A map of the project area that identifies the properties described in 2, 3, and 4 above. (See Figures 2 and 3).

The urbanization analysis is summarized in Table 2 below and is organized pursuant to CRL Section 33320.1(c).

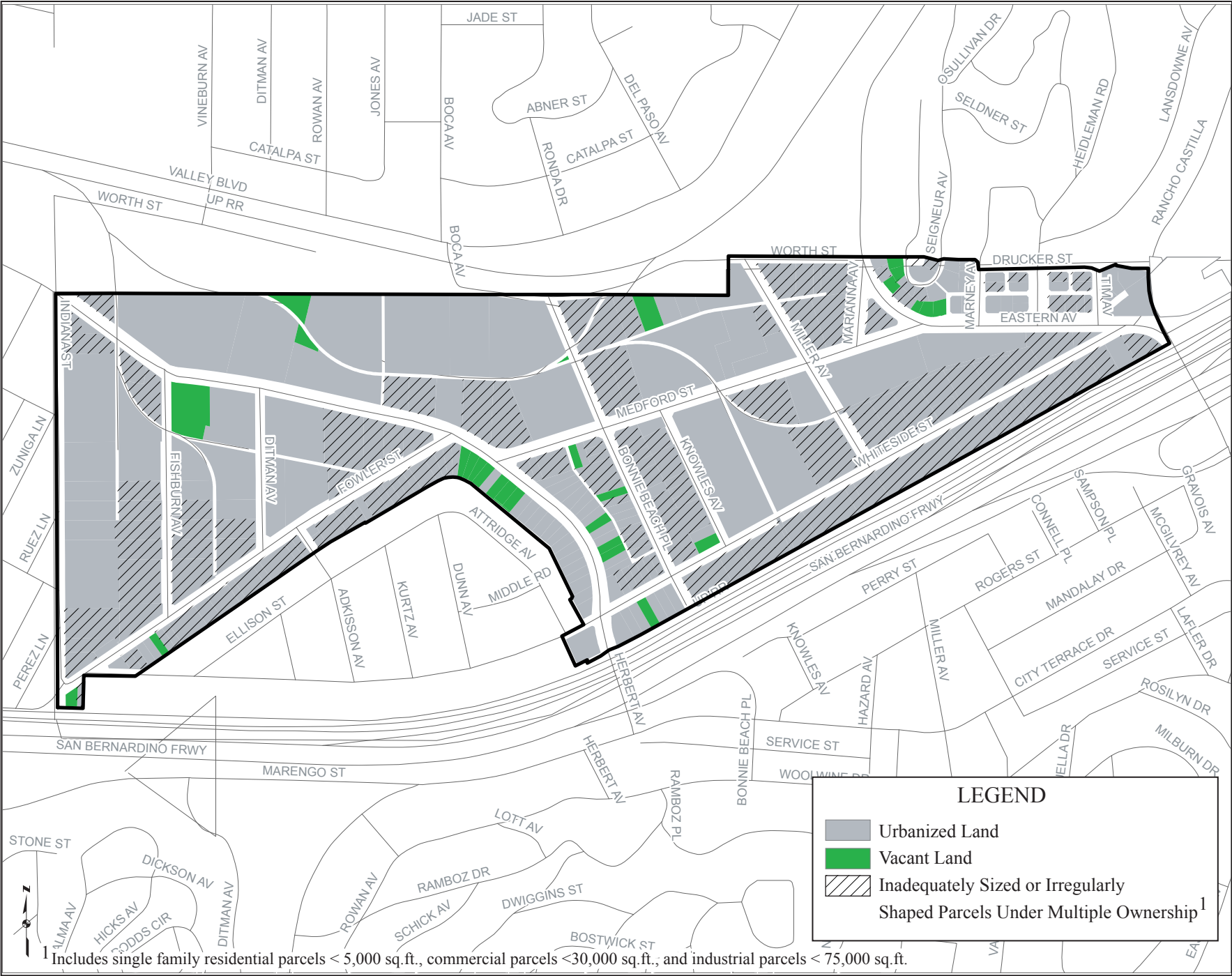
Table 2: Urbanization Analysis

	<u>Acres</u>	<u>%</u>
Total Number of Acres in the Project Area	170.70	100.0%
Total Number of Acres Characterized by the Existence of Subdivided Lots of Irregular Form and Shape and Inadequate Size for Proper Usefulness and Development that are in Multiple Ownership	64.8	38%
Total Number of Acres in Agricultural Use	0	0%
Total Number of Acres that is an Integral Part of an Area Developed for Urban Uses	170.70	100.0%
Vacant Land	4.9	3%
Percent of Property that is Predominately Urbanized	170.70	100.0%

In evaluating the urbanized area status of the Project Area, KMA reviewed aerial photos, MetroScan data, and information collected during the field survey for the Project Area. The legal description prepared for the Project Area identifies a total acreage of 170.70. Within the Project Area there are a few vacant parcels. Even the few vacant parcels would qualify as urbanized because they are integral to the Project Area and are completely surrounded by developed urban uses (see Figure 3). Furthermore, utilities, streets, sidewalks and other infrastructure associated with urbanized areas serve all portions of the Project Area. Finally, there are a total of 150 parcels with a combined acreage of 64.8 that are characterized as subdivided lots of irregular form and shape and inadequate size for proper usefulness and development that are in multiple ownership. It is presumed that any parcel that is too small for contemporary development (and is in multiple ownership) is also of irregular shape. In other words, it is not possible to have a standard shaped parcel that is too small for contemporary development. Either the parcel length or width or both must be too short for proper usefulness and development. The location of lots characterized as subdivided lots of irregular form and shape and inadequate size are shown in Figure 3.

Based upon the breakdown of the urbanization of the Project Area by acreage as outlined in Table 2 and shown in Figure 3 (Urbanization Map), the data confirms that the Project Area is predominantly urbanized.

FIGURE 3
URBANIZATION MAP



D. BLIGHT FINDINGS

1. Community Redevelopment Law Requirements

Section 33030(b)(1) of the Community Redevelopment Law (CRL) states that a blighted area is one that is both predominately urbanized and is an area in which the combination of blighting conditions is so prevalent and so substantial that it causes a reduction of, or lack of, proper utilization of the area to such an extent that it constitutes a serious physical and economic burden on the community which cannot reasonably be expected to be reversed or alleviated by private enterprise or governmental action, or both, without redevelopment. The following are the blighting conditions defined in Section 33031 of the CRL:

Physical Blighting Characteristics - CRL Section 33031(a)

1. Buildings in which it is unsafe or unhealthy for persons to live or work. These conditions can be caused by serious building code violations, dilapidation and deterioration, defective design or physical construction, faulty or inadequate utilities, or similar factors.
2. Factors that prevent or substantially hinder the economically viable use or capacity of buildings or lots. This condition can be caused by substandard design, inadequate building size given present standards and market conditions, lack of parking, or other similar factors.
3. Adjacent or nearby uses that are incompatible with each other and which prevent the economic development of those parcels or other portions of the project area.
4. The existence of subdivided lots of irregular form and shape and inadequate size for proper usefulness and development that are in multiple ownership.

Economic Blighting Characteristics – CRL Section 33031(b)

1. Depreciated or stagnant property values or impaired investments, including but not necessarily limited to, those properties containing hazardous wastes that require the use of Commission authority.
2. Abnormally high business vacancies, abnormally low lease rates, high turnover rates, abandoned buildings, or excessive vacant lots within an area developed for urban use and served by utilities.

3. A lack of necessary commercial facilities that are normally found in neighborhoods, including grocery stores, drug stores, and banks and other lending institutions.
4. Residential overcrowding or an excess of bars, liquor stores, or businesses that cater exclusively to adults that has led to problems of public safety and welfare.
5. A high crime rate that constitutes a serious threat to the public safety and welfare.

2. Methodology/Approach

The following blight analysis is based upon both primary and secondary research. A field survey of each of the parcels within the Project Area was conducted by Consilium Associates in March and April 2004, based upon the field survey instructions provided by KMA. Appendix A of this Report contains the field survey instructions and the field survey methodology for rating the primary structures. The field survey results were used to determine structural deterioration, defective design characteristics, inadequate parking and poor site conditions. Based upon this field survey data, KMA was able to determine the number and percentage of buildings or parcels that contained these previously listed blighting conditions. For the evaluation of buildings and parcels of inadequate size, specifically industrial uses, building and parcel size data was provided by MetroScan and compared with industry standards established by the ULI for industrial buildings and sales transactions in the industrial submarket as provided by CoStar Comps.⁴ For residential uses within the Project Area, the average size for single-family units in the Project Area, as provided by MetroScan, was compared to single-family homes sold within a 1.7-mile radius and neighboring communities. Finally, for commercial uses, the building sizes were compared to established standards for community serving uses (fast food restaurants, video store, drug store, and neighborhood shopping center) as provided by the International Council of Shopping Centers (ICSC). KMA identified incompatible land uses, which consisted of residential uses located next to industrial and commercial land uses. To determine the impact of the industrial and commercial uses upon the value of the residential properties, KMA analyzed the assessed valuation per square foot of residential uses located next to industrial and commercial uses with the residential uses adjacent to and just outside the Project Area.

KMA analyzed stagnate property values using assessed values as provided by MetroScan for each parcel in the Project Area over a five-year period (1999/2000 to 2004/05). This information provides the average yearly percent increase or decrease in parcel value. KMA identified the number and location of parcels that either had a decrease in assessed valuation or increased by approximately two percent annually or less. The total assessed valuation of the Project Area was also compared to the surrounding and comparable cities based upon the County Assessor's Annual Reports. Interviews with real estate brokers provided information to

⁴ CoStar Comps provides current and historical property sales transaction data, including sales price, building square footage and parcel square footage.

determine the asking lease rates within the Project Area and market demand for industrial properties. This lease rate information was compared with the asking lease rates in the Industrial Submarket as provided for by Loopnet to identify abnormally low lease rates.⁵ KMA then compared industrial sales comparisons for the past 10 years (1994-2004) as provided by CoStar Comps for properties within the Industrial Submarket to industrial sales information for the Project Area for the same 10-year time period as obtained from MetroScan to determine if the Project Area had lower industrial sales prices. In order to take into consideration building and parcel size, this information was aggregated and compared on a sales price per square foot of land and building space basis. Similarly, single-family sales transactions within the Project Area (since 1994) were compared with the surrounding residential areas (1.7 mile radius and the six zip code area surrounding the Project Area) to determine if sales transactions were lower in the Project Area than the surrounding areas. Single-family sales transactions were provided by MetroScan and were compared on a sales price per square foot basis.

To assess the availability of neighborhood facilities in and near the Project Area, KMA used the Yahoo Yellow Pages to identify all necessary commercial facilities, including grocery stores that were in the Project Area or service radius of these uses encompassing the Project Area. This analysis also examines overcrowding conditions in the residential portion of the Project Area. This was accomplished by using 2000 US Census information; a comparison of overcrowded conditions within the Project Area was made with the City of Los Angeles and the County. Finally, to determine the impacts of crime, crime statistics from the last five years (2000-2004) as obtained from the County Sheriff's Department, was compared the number of criminal incidences, including violent and non-violent crimes, that occurred within the Project Area with the number of criminal incidences within the larger crime reporting districts that encompasses the Project Area.

Below is a description of physical and economic blighting conditions affecting the proposed Project Area.

E. PHYSICAL BLIGHTING CONDITIONS IN THE PROJECT AREA

Based on the findings of the field survey, review of assessor data, sales transaction data and discussions with real estate brokers the primary physical blight conditions impacting the Project Area are structural deterioration and frequently related defective design, including misapplied or substandard building materials, faulty additions and substandard design, particularly as it relates to industrial buildings and residential structures. Substandard design or obsolescence was evidenced by inadequate building size given present standards and market conditions, and lack of parking (both of which are "factors that prevent or substantially hinder the economically viable use or capacity of buildings or lots"). Other physical blighting conditions within the Project Area include incompatible land uses and subdivided parcels of inadequate size for proper usefulness and development that are in multiple-ownership. Site deficiencies were also noted as a contributing factor to the deteriorated physical appearance of the Project Area.

⁵ An industrial real estate data firm that tracks lease rate information.

1. Buildings in Which it is Unsafe or Unhealthy for Persons to Live or Work

By definition, as set forth by the Redevelopment Law, buildings which are considered unsafe or unhealthy for persons to live or work in, include those which exhibit deterioration and dilapidation, serious building code violations, defective design or construction, faulty or inadequate utilities or other unsafe conditions which pose a threat to the health and safety of users or occupants.

a. Deterioration and Dilapidation

The evaluation of building deterioration and dilapidation was based upon a field survey conducted by Consilium Associates in March and April 2003. Although the field survey was completed over two years ago, the existing conditions identified in the field survey still remain. This is further confirmed by review of assessor parcel information, which showed no new development or substantial rehabilitation had occurred since the field survey.

The field survey consisted of evaluating the exterior of the buildings from the public right-of-way on a parcel-by-parcel basis. Each structure was surveyed to determine the number of buildings that are “sound” (need no repairs), showing signs of “deferred maintenance” (in need of minor repairs), buildings that are “deteriorated” (in need of major repairs) and “dilapidated” (buildings with major damage or severe deterioration). Buildings that were identified as sound are in good condition and the elements of the building (i.e., façade, wall, roof) need no repairs or improvements. The buildings identified as deferred maintenance, needed only minor repairs or improvements for one or more of the building elements, which includes paint or replacement of a broken window. These conditions are most often reflective of impaired investments, which is an indicator of economic blight. For example, if a building is obsolete and cannot be readily modified to meet contemporary needs, there is little incentive for owners to maintain the structure. This is particularly true if lease rates are low, which is the case within the Project Area. Buildings identified as deteriorated needed major repairs such as exterior siding or stucco repair/or replacement due to long-term maintenance deficiencies often resulting in the exposure of the structure component to the elements. Finally, buildings identified as dilapidated have major damage or severe deterioration and were in need of such major repair that rehabilitation was likely unfeasible. Buildings that are in need of major repairs or are dilapidated, may pose a health and safety risk because the structural integrity of the building has been compromised or is exposed to the elements which accelerates deterioration. An example of this condition is a building's stairway or porch that is structurally damaged rendering passage unsafe or apparent uneven settling in the foundation, which indicates a potential compromise in the structural integrity of the building.

As shown in Table 3, approximately 29 percent of all structures in the Project Area were rated as either deteriorated or dilapidated. Photographic Plates 1 through 4 in Appendix B show examples of this condition. Although 29 percent may not seem significant, 86 structures are included in this percentage. Of these 86 deteriorated or dilapidated structures, 51 are industrial structures or 34 percent of the total number of industrial buildings; 23 are residential structures or 22 percent of the total number of residential buildings; 11 are retail and office structures or 36 percent of the total commercial buildings and one (1) is a public building. As shown in Figure 4, deteriorated or dilapidated structures are located throughout the Project Area with no specific area predominating. The overall rehabilitation of the 86 structures alone would result in a significant cost. A major rehabilitation typically represents 25 percent of the property value.⁶ Therefore, based on the total assessed valuation of \$21,212,096 for these 86 structures, a substantial rehabilitation would result in an estimated cost of \$5,303,024.

Deterioration resulting from a lack of reinvestment is reflected in lower sales prices for residential, commercial and industrial properties, low assessed values for commercial uses, and also lower lease rates for industrial properties. This is evidenced by the fact that the Project Area has a 19 percent lower average sales price per square foot of industrial building space than the Industrial Submarket and the average lease rate in the Project Area is 29 percent lower than the Industrial Submarket. Furthermore, single-family homes within the Project Area have a 10 percent lower median sales price when compared to homes within the six surrounding zip codes of the Project Area. Approximately 79 percent of the commercial uses have decreased in assessed value or remained stagnant since 1997-98. In addition, commercial sales transaction prices in the Project Area are 29 percent lower than other commercial properties within the same zip code. The effect of deterioration and obsolescence and other blighting factors on property values and the resulting effect on the feasibility of improving properties in the Project Area is illustrated by the industrial rehabilitation pro-forma included in the Blight Analysis. As discussed later, the cost to rehabilitate a typical industrial building is not feasible, as the existing and future lease rate will not support the cost of such improvements.

b. Defective Design/Physical Construction

Defective design or physical construction of buildings generally refers to a variety of conditions related to buildings or their additions, which do not meet acceptable and common standards/practices for building design and construction. These conditions typically include faulty additions/alterations, use of inappropriate building materials, missing or inadequate building components, or other similar characteristics. These conditions contribute to deteriorated and unsafe building conditions.

⁶CRL Section 33413(b)(2)(iv) states that "substantially rehabilitated dwelling units" shall mean rehabilitation, the value of which constitutes 25 percent of the after rehabilitation value of the dwelling, inclusive of the land value.

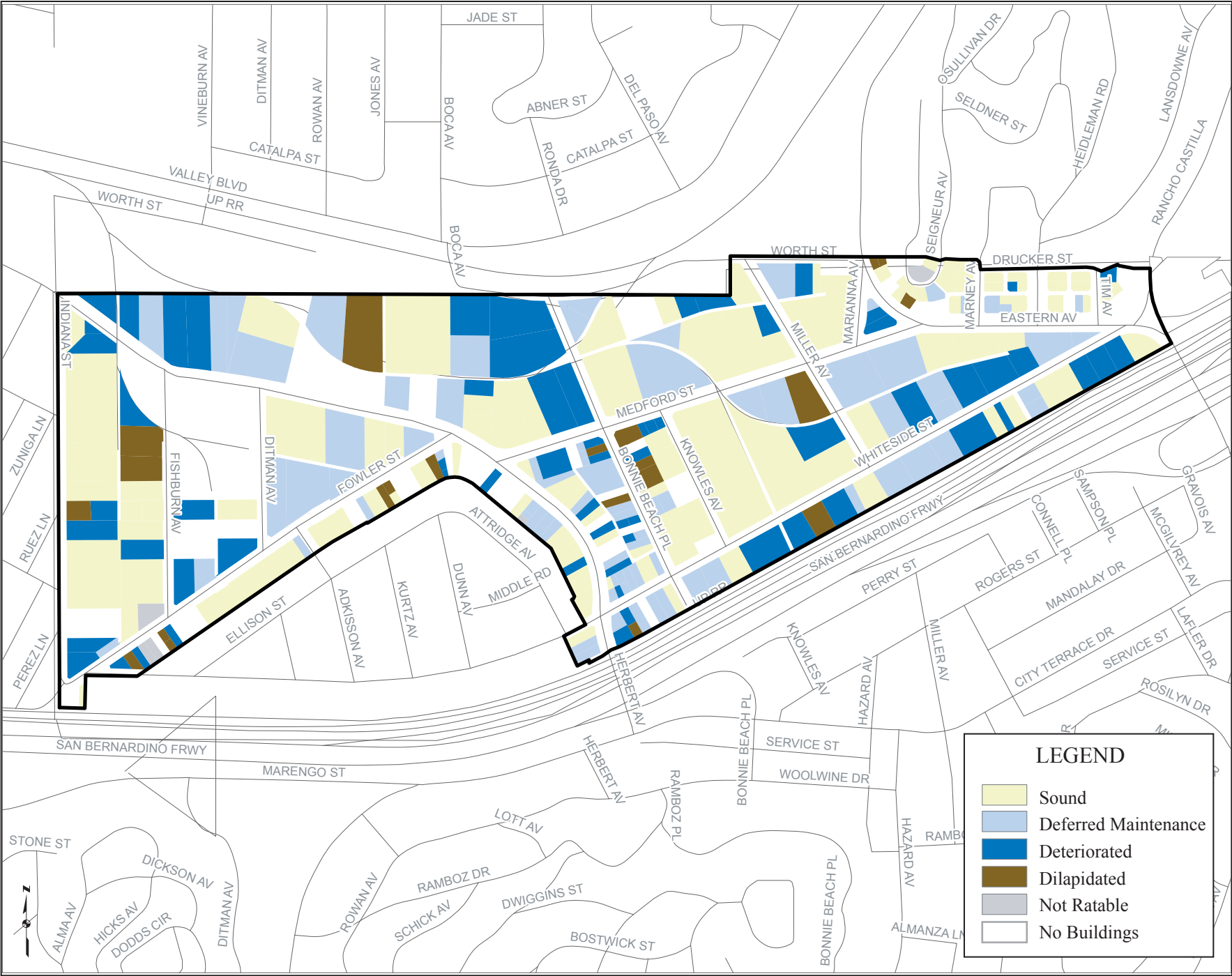
TABLE 3
OVERALL BUILDING RATING
LACDC - WHITESIDE

Land Use	Total No. of Bldgs.	Sound		Deferred Maintenance		Deteriorated		Dilapidated		Not Ratable ¹	
	No.	No.	%	No.	%	No.	%	No.	%	No.	%
Residential - Single Family	59	29	49.2%	17	28.8%	7	11.9%	3	5.1%	3	5.1%
Residential - Multi Family	47	17	36.2%	16	34.0%	11	23.4%	2	4.3%	1	2.1%
SUBTOTAL	106	46	43.4%	33	31.1%	18	17.0%	5	4.7%	4	3.8%
Commercial - Retail	28	10	35.7%	6	21.4%	7	25.0%	4	14.3%	1	3.6%
Commercial - Office	3	3	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
SUBTOTAL	31	13	41.9%	6	19.4%	7	22.6%	4	12.9%	1	3.2%
Industrial	149	59	39.6%	39	26.2%	39	26.2%	12	8.1%	0	0.0%
Public	6	3	50.0%	2	33.3%	1	16.7%	0	0.0%	0	0.0%
TOTAL BUILDINGS	292	121	41.4%	80	27.4%	65	22.3%	21	7.2%	5	1.7%

Source: Consilium Associates Field Survey, March 2004

¹ The building could not be observed or was under construction or being renovated at the time of the field survey and therefore could not be rated.

FIGURE 4
BUILDING RATING



As shown in Table 4, based upon the field survey, 98 of the 292 buildings (34 percent) within the Project Area had one or more instances of defective design or physical construction. Figure 5 shows the prevalence and the type of conditions that exists. As shown in Table 4, commercial uses had the highest percent of buildings (39 percent or 12 of 31 buildings) exhibiting defective design characteristics. Fifty-five (55) of 149 industrial buildings (37 percent) also exhibited one or more defective design characteristics followed by residential with 31 of 106 buildings (29 percent).

The most common occurrence of defective design or physical construction is the existence of structures that are built with substandard materials for their application. These substandard materials are subject to deterioration or damage the rehabilitation of which is difficult or infeasible. For example, corrugated metal that is used as exterior siding or roofing material that is rusted or damaged would be an example of defective design or physical construction. Photographic Plates 5 through 8 in Appendix B show examples of this condition. Based upon the field survey, 69 buildings (24 percent) within the Project Area are characterized by this blighting condition (see Table 4). The highest percent of incidences occurred along Whiteside Street and Fishburn Avenue, which is a part of the heavy industrial portion of the Project Area. This Project Area contains numerous rusted, steel corrugated structures that are primarily used for manufacturing.

The next most common occurrence of defective design or physical construction is the existence of faulty additions/alterations. Many current or former owners within the Project Area have structurally modified their buildings in some form, particularly with newer additions. Some of these modifications and additions appear to be “bootlegged”, in that proper building construction standards do not appear to have been followed. Many of these have been constructed with little regard to integrating the addition with the design of the original structure and are typically constructed from improperly used materials. For example, a plywood addition to a stucco house or corrugated metal sheets added to a brick industrial building (see Photographic Plates 9 and 10 in Appendix B). Such structures present health and safety hazards because construction with inappropriate materials is more likely to cause a structure to deteriorate, leak, sag and possibly collapse. Based upon the field survey, 42 of the buildings (14 percent) within the Project Area are characterized by this blighting condition (see Table 4). Commercial buildings at 22 percent, industrial buildings at 11 percent, and residential (single-family and multi-family) buildings at 18 percent represent the percentage of an existing use that contained this type of defective design condition. Examples of defective design are located along Indiana Street, Fowler Street, Medford Street and Whiteside Street (see Figure 5 and Photographic Plates 4 through 10 in Appendix B).

TABLE 4
DEFECTIVE DESIGN/PHYSICAL CONSTRUCTION
LACDC - WHITESIDE

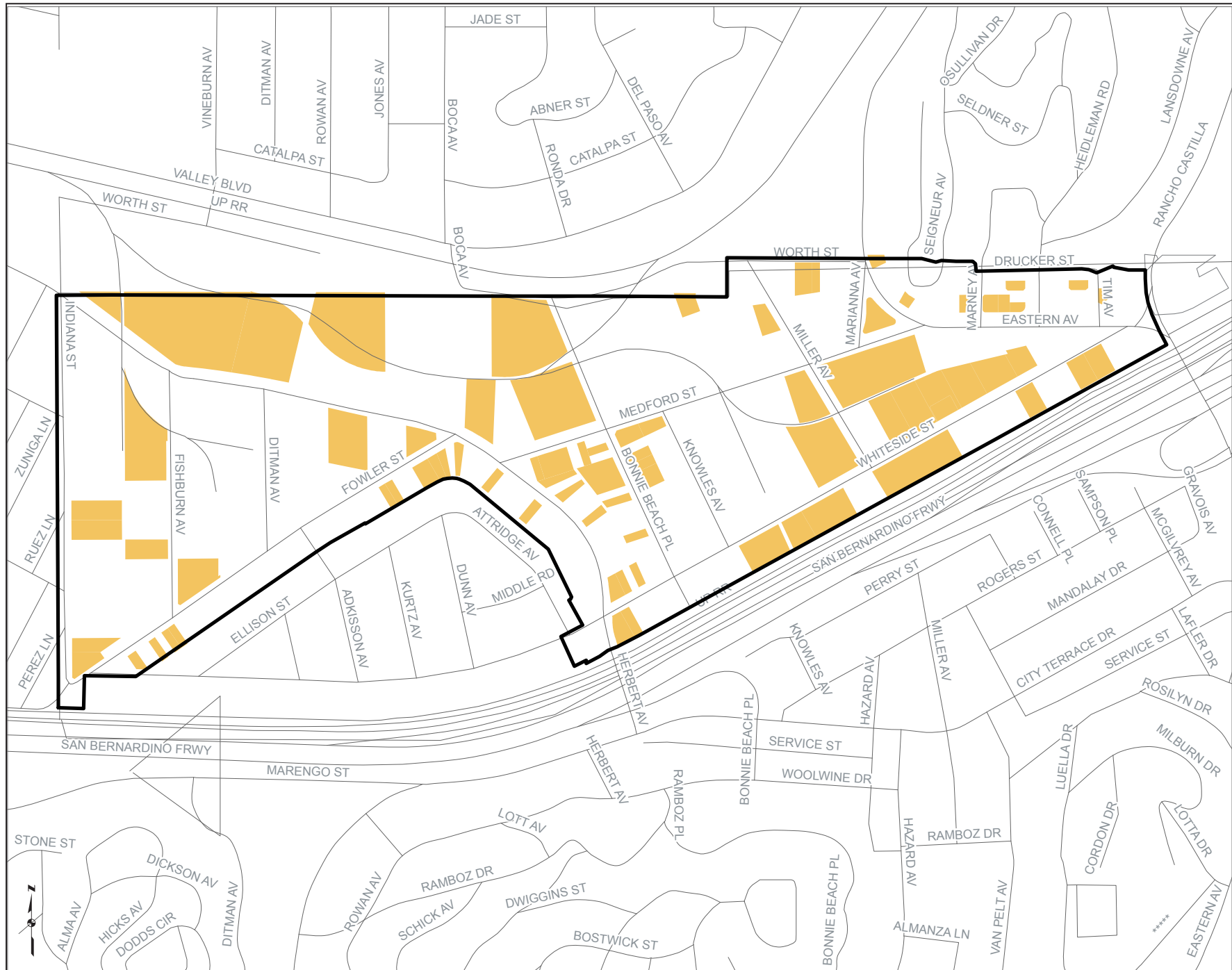
Land Use	Total No. of Buildings in Project Area	Total No. of Buildings with at least one Element of Defective Design/Phys. Const		Faulty Addition/Alteration		Illegal Use ¹		Substandard Materials and/or Construction ²		Missing/Inadeq. Bldg. Components		Garage Conversion	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Residential - Single Family	59	14	23.7%	12	20.3%	3	5.1%	4	6.8%	1	1.7%	1	1.7%
Residential - Multi Family	47	17	36.2%	7	14.9%	1	2.1%	6	12.8%	5	10.6%	3	6.4%
Commercial - Retail	28	11	39.3%	6	21.4%	4	14.3%	10	35.7%	2	7.1%	0	0.0%
Commercial - Office	3	1	33.3%	1	33.3%	0	0.0%	1	33.3%	0	0.0%	0	0.0%
Industrial	149	55	36.9%	16	10.7%	1	0.7%	48	32.2%	7	4.7%	0	0.0%
Public	6	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Buildings	292	98	33.6%	42	14.4%	9	3.1%	69	23.6%	15	5.1%	4	1.4%

Source: Consilium Associates Field Survey, March 2004

¹ Use of a building that does not comply with code requirements. These include garages, commercial buildings or recreational vehicles being used for residential units.

² Building materials have been improperly used such as plywood as an exterior finish, steel corrugated walls, or metal siding.

FIGURE 5
DEFECTIVE DESIGN



Similar to structural deterioration described above, defective design and physical construction exhibit a lack of reinvestment and impacts the overall quality of the structure, which is reflected in lower sales prices for residential and industrial properties, lower lease rates for industrial properties, and also decreasing or stagnant assessed values for commercial properties. This is evidenced by the fact that the Project Area has a 19 percent lower average sales price per square foot of industrial building space than the Industrial Submarket and the average lease rate in the Project Area is 29 percent lower than the Industrial Submarket. Furthermore, single-family homes within the Project Area have a 10 percent lower median sales price when compared to homes within the six surrounding zip codes of the Project Area. Finally, approximately 79 percent of the commercial uses have decreased in assessed value or remained stagnant since 1997-98 and commercial sales transaction prices are 29 percent lower than other commercial properties within the same zip code.

2. Factors That Prevent or Substantially Hinder the Economically Viable Use or Capacity of Buildings or Lots

This condition can be caused by substandard design, inadequate building size given present standards and market conditions, lack of parking, or other similar factors. For the purpose of this Analysis, “other similar factors” includes poor site conditions and site deficiencies.

a. Substandard Design

Building Age

The term “substandard design” refers to building or property conditions that do not provide for the needs of contemporary uses. These conditions prevent or substantially hinder the economically viable use of parcels, and contribute to obsolescence in facilities. In turn, these conditions discourage investment by property owners to modernize and improve their property. Age is frequently a factor that contributes to substandard design. Without expansion or modernization, older properties often become obsolete. When there is a concentration of older buildings that have not been maintained or modernized, like the Project Area, this can indicate a lack of reinvestment within the Project Area. For example, an area in demand will often have a large proportion of newer or rehabilitated buildings as reinvestment and intensification take place. Table 5 presents data on the age of buildings in the Project Area by land use for which construction date information was available from MetroScan. The Project Area building stock contains a significant portion of buildings (55 percent) that are 50 years and older. In the Project Area, there have only been 25 buildings built in the last 30 years, which accounts for only nine percent of the building stock (Table 5). Figure 6 indicates the location of buildings by age. The fact that 55 percent of the structures were built prior to 1950 correlates with the findings of the field survey, which indicated that 57 percent of the buildings are in need of maintenance, are deteriorated or dilapidated.

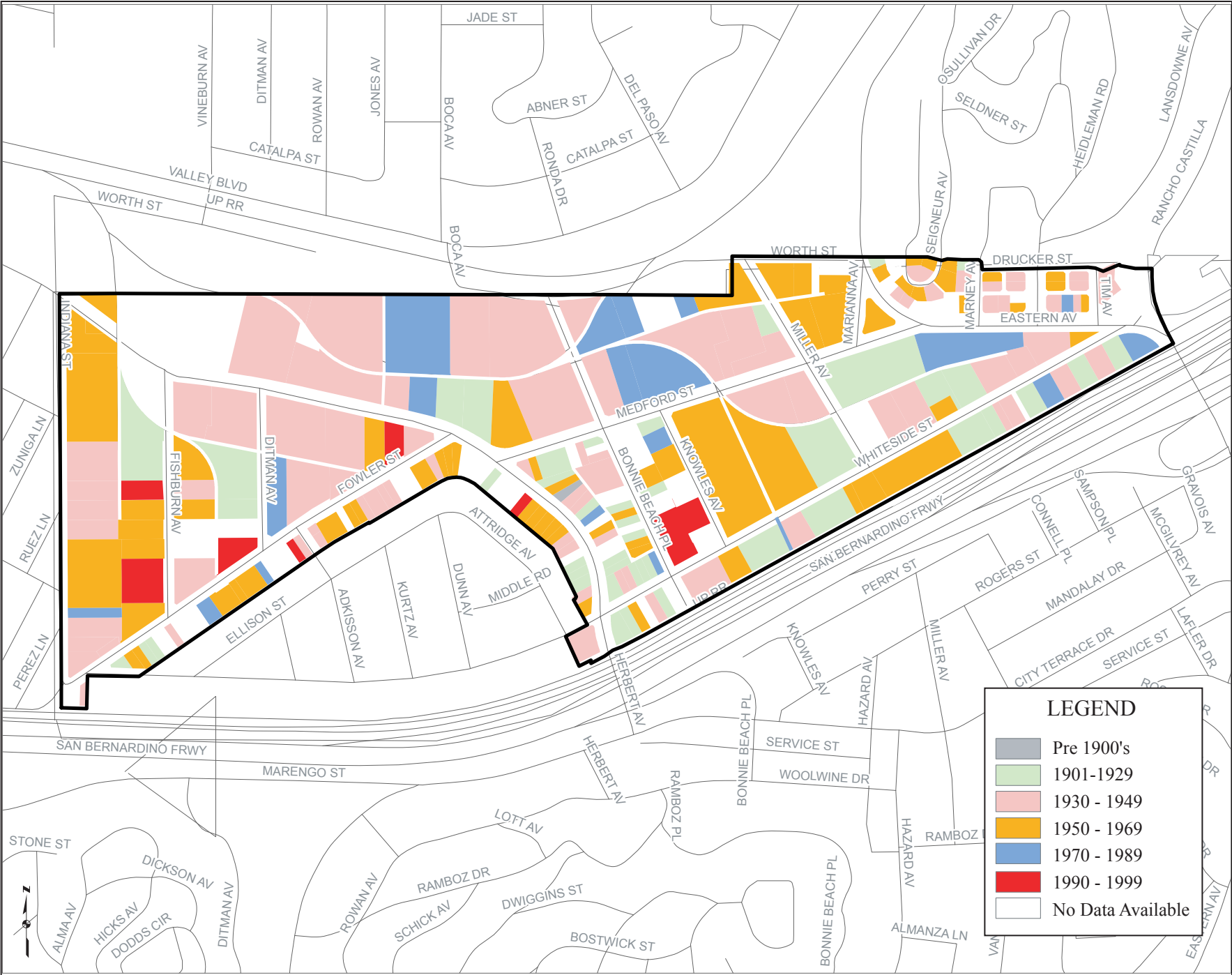
TABLE 5
BUILDING AGE
LACDC - WHITESIDE

Land Use	No. Bldgs	Unknown ¹		Pre 1900's		1901-1929		1930-1949		1950-1969		1970-1989		1990-1999	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Residential - Single Family	59	3	5%	1	2%	22	37%	19	32%	14	24%	0	0%	0	0%
Residential - Multi Family	47	1	2%	0	0%	16	34%	13	28%	15	32%	1	2%	1	2%
SUBTOTAL	106	4	4%	1	1%	38	36%	32	30%	29	27%	1	1%	1	1%
Commercial - Retail	28	3	11%	0	0%	2	7%	8	29%	10	36%	5	18%	0	0%
Commercial - Office	3	0	0%	0	0%	0	0%	2	67%	1	33%	0	0%	0	0%
SUBTOTAL	31	3	10%	0	0%	2	6%	10	32%	11	35%	5	16%	0	0%
Industrial	149	16	11%	0	0%	22	15%	53	36%	40	27%	11	7%	7	5%
Public	6	1	17%	0	0%	0	0%	4	67%	1	17%	0	0%	0	0%
TOTAL BUILDINGS	292	24	8%	1	0%	62	21%	99	34%	81	28%	17	6%	8	3%

Source: Metroscan, FY 2004-05

¹ Building age data was unavailable in Metroscan for 24 (8%) of the buildings in the Project Area.

FIGURE 6 BUILDING AGE



Industrial Uses

According to real estate brokers representing properties in the Project Area, the Project Area is considered to be obsolete due to the existing building stock's age, especially industrial uses, and the lack of contemporary design features that do not meet the functional requirements of contemporary uses. Approximately 54 percent of the industrial buildings within the Project Area are older than 50 years, which exceeds the life expectancy for heavy industrial and manufacturing buildings.⁷ The economic viability of the industrial facilities frequently diminishes with age and with the increase in newer more efficiently designed buildings or developments. Of the 80 industrial buildings that are 50 years or older, 59 buildings are in need of maintenance (74 percent), 32 buildings have inadequate parking (40 percent), and 47 buildings are very small (less than 10,000 square feet). The effect of age, lack of contemporary design requirements, combined with lack of maintenance and reinvestment is evidenced by low lease rates and low sales transactions.

The relationship to age and the lack specific amenities that are contained within newer more contemporary industrial buildings can be seen in areas with new industrial development. As an example, the City of Santa Fe Springs has been active in the development of contemporary industrial uses over the past few years. Just recently, an 150,161 square foot industrial warehouse building was constructed on a vacant oilfield along Santa Fe Springs Road that contained the following amenities: 30-foot clear ceiling height, 30 dock high doors, HVAC and fire sprinkler systems. All of these amenities either meet or exceed the contemporary industry standards.

Residential Uses

As shown in Table 5, approximately 67 percent of the residential structures are older than 50 years with 37 percent at least 75 years old. Similar to industrial uses, the economic viability of older residential structures diminish with an increase in age as typically these structures are smaller in size and are in a more advanced state of disrepair/deterioration than homes built in the last 30 years. Of the 71 residential buildings that were built prior to 1950, 21 buildings are in need of maintenance (30 percent), 23 buildings have inadequate parking (32 percent), and 19 buildings (27 percent) are very small (less than 1,000 square feet) which limits economic viability as is evidenced by low single-family home sales.

Commercial Uses

As shown in Table 5, approximately 39 percent of the commercial structures are older than 50 years. Similar to industrial and residential uses, the economic viability of older commercial structures diminish with an increase in age as typically these structures are

⁷ Marshall and Swift, Marshall Valuation Service, February 2004, Section 97, pg. 7.

smaller in size and are in a more advanced state of disrepair/deterioration than commercial structures built in the last 30 years. Of the nine commercial buildings that were built prior to 1950, four buildings are in need of maintenance (44 percent), six buildings have inadequate parking (67 percent), and two buildings (22 percent) are very small (less than 2,000 square feet) which limits economic viability as is evidenced by low commercial property transaction sales.

b. Buildings of Inadequate Size

Older buildings are traditionally not built to the same standards as modern-day buildings. Buildings of inadequate size are one of the most notable characteristics of substandard design within the Project Area. For the most part, building size requirements for industrial and residential uses have been increasing. The industrial building sizes in the Project Area were compared to published standards, and both industrial and residential structures were compared to the average size of recently sold properties in the County, regional submarket, or surrounding area. Public and semi-public were not evaluated because of their unique use and lack of standard building type.

Industrial

Although the market for industrial space in the Project Area tends to be for the smaller structures, this is primarily a function of cheap rents. If the Project Area had a concentration of newer and larger buildings there would likely be the ability to attract a wider range of uses, such as the industrial reuse of abandoned oil fields in Santa Fe Springs. The following analysis compares contemporary development standards for industrial uses as defined by the ULI to the existing building stock. As shown in Table 6, 139 of the 149 industrial buildings in the Project Area are included in the analysis. The remaining 10 buildings cannot be evaluated because parcel information provided by MetroScan does not contain building square footage for these buildings. However, the remaining 139 buildings are considered a significant sum (93 percent).

The needs for industrial uses vary greatly. For example, small single-tenant industrial buildings generally house small mom and pop distribution businesses with assembly and manufacturing. These uses will occupy marginal obsolete space, primarily because of low lease rates and are generally 25,000 square feet in size.⁸ These uses likely represent the majority of uses in the Project Area. Marketable industrial facilities, which can house contemporary uses such as light industrial, can vary in sizes ranging from 30,000 to 100,000 square feet. Warehouses have continued to require increasingly

⁸ Business Park and Industrial Development Handbook, Second Edition, Urban Land Institute, pg. 136.

TABLE 6
BUILDINGS OF INADEQUATE SIZE - INDUSTRIAL
LACDC - WHITESIDE

	Minimum or Preferred Bldg Size	No. Buildings <= 25,000 sq.ft.	Total No. Manufacturing / Assembly Bldgs	% of Total
Manufacturing/Assembly	25,000 - 30,000 sq.ft. ¹	34	37	92%

	Minimum or Preferred Bldg Size	No. Buildings <= 30,000 sq.ft.	Total No. Light Industrial/Flex Bldgs	% of Total
Light Industrial/Flex	30,000 - 100,000 sq.ft. ²	68	74	92%

	Minimum or Preferred Bldg Size	No. Buildings <= 150,000 sq.ft.	Total No. Warehouse / Distribution Bldgs	% of Total
Warehouse/Distribution	150,000 sq.ft. ³	28	28	100%

Note: 4 industrial buildings could not be observed and 6 buildings (1 manufacturing/assembly, 3 light industrial/flex, 2 warehouse/distribution) did not have building square footage information available from Metroscan.

¹ ULI Development Handbook Series, "Business Park and Industrial Development Handbook, 2nd ed., Pg. 136

² ULI Development Handbook Series, "Business Park and Industrial Development Handbook, 2nd ed., Pg. 139

³ ULI Development Handbook Series, "Business Park and Industrial Development Handbook, 2nd ed., Pg. 134

larger building floor plates. In the 1980s, 200,000 square feet was considered large, and today a building is considered large if it measures more than 1 million square feet.⁹

However, for the purposes of this Report a more conservative estimate of 150,000 square feet is used because according to an industry source a typical warehouse facility is 500 feet long and 300 feet wide or 150,000 square feet.¹⁰

Based on the field survey, single-tenant manufacturing industrial buildings, light industrial buildings and warehouse and distribution facilities are located throughout the Project Area with no specific type of industrial use predominating. The following analysis compares the existing industrial building stock by use type in the Project Area to industry standards. Of the 139 industrial buildings within the Project Area that square footage information is available, 37 buildings or 27 percent of the total industrial buildings are small manufacturing tenants. Of these 37 manufacturing buildings, 34 buildings (92 percent) are less than the minimum standard of 25,000 square feet for this type of use and range from 2,496 to 112,571 square feet. As shown in Table 6, there are 74 light industrial facilities within the Project Area, of which 68, or 92 percent, are less than the minimum standard of 30,000 square feet for a contemporary light industrial facility. Furthermore, there are 28 warehouse facilities in the Project Area, of which all (100 percent) are less than 150,000 square feet, and therefore do not meet the minimum standard for a warehouse/distribution facility. Figure 7 shows the location of the inadequate sized industrial buildings. Finally, the average size of industrial buildings within the Project Area is 14,748 square feet. The average size of industrial buildings sold in the past 10 years (1994-2003) in the Industrial Submarket is 24,358 square feet, which is 65 percent larger than the Project Area.

Within the Project Area, the asking lease rates are significantly lower than the lease rates for the Industrial Submarket. Based on comparable sales, the industrial building size in the Project Area on the average is comparable to the Industrial Submarket. In a competitive real estate market, if the physical improvements are comparable, then other considerations such as location will play a deciding factor. As previously stated, the asking lease rates for available industrial space in the Project Area on the average are 29 percent lower than the Industrial Submarket.

Residential

Aside from industrial buildings, KMA also analyzed single-family and multi-family homes that are of inadequate size. The average size of a single-family home in the Project Area is 1,412 square feet. The average single-family home sold within 1.7 miles¹¹ of the Project Area between 1994-2005 totaled 1,185 square feet. Also, the average size of a

⁹ Business Park and Industrial Development Handbook Second Edition, Urban Land Institute, pg. 131.

¹⁰ Business Park and Industrial Development Handbook Second Edition, Urban Land Institute, pg. 134.

¹¹ The 1.7-mile radius was selected because DataQuick, Inc., a company that tracks residential real estate transactions, provides residential sales up to 1.7-miles from a given point (i.e., street address).

FIGURE 7
BUILDINGS OF INADEQUATE SIZE - INDUSTRIAL



single-family home sold within the six zip codes that surround and include the Project Area between 1999-2005 totaled 1,279 square feet. Based upon the averages for single-family residential units described above, 34 of the 59 single-family units (58 percent) are less than 1,185 square feet and do not meet the size of the average house sold within 1.7 miles of the Project Area between 1994-2005. Furthermore, 39 out of 59 single-family units (66 percent) are less than 1,279 square feet and do not meet the size of the average single-family house sold in the six surrounding zip codes between 1999-2005.¹²

A single-family home that is less than 1,000 square feet in size is considered to be extremely small by any standard. In total, 20 of 59 (34 percent) single-family homes in the Project Area are less than 1,000 square feet. This is particularly problematic in area of high residential overcrowding such as the Project Area and adjacent areas. Based on 2000 census data, 49 percent of the residents are living in overcrowded and severely overcrowded conditions. Furthermore, inadequate sized single-family residential units in Project Area affects the housing sale prices compared to the surrounding areas. The average value per square foot of single-family home sales in the Project Area is \$162.66 compared to \$180.25 for the adjoining residential area consisting of the six surrounding zip codes. Therefore, the Project Area has an average value per square foot of single-family home sales that is 10 percent lower than the six surrounding zip codes.

For purpose of this analysis, multi-family homes include duplexes and buildings with between three and six units. There are no multi-family structures in the Project Area with more than six units. Between 1994-2005, 30 multi-family structures (64 percent) were built and sold in the Project Area with an average unit size of 1,190 square feet. Based upon this average, 36 of the 47 multi-family residential buildings (77 percent) are less than the contemporary size of a multi-family residential unit. Furthermore, the average unit size of a multi-family building built since 1994 in the Project Area is 822 square feet. Based on the criteria, 26 of the 47 multi-family residential buildings (55 percent) have units that are below contemporary standards and are inadequately sized. Similar to single-family residential units, the small multi-family units have contributed to the overall overcrowding problem that currently exists in the Project Area.

Commercial

As previously stated, there are a total of 31 commercial buildings within the Project Area, of which, 28 buildings are retail uses and three buildings are used as offices. For purposes of this Report, the three office buildings will not be included within this analysis because there is no set standard for the minimum size for office uses and furthermore the nearest office market that could be used for comparison purposes in relation to size would include office buildings located in Downtown Los Angeles, which would skew the overall analysis due to the higher intensification and different make-up of the area.

¹² Information provided by California Market Data Cooperative.

KMA evaluated the percentage of buildings in the Project Area that would qualify as large enough to accommodate contemporary single-use tenant in a freestanding building (i.e., fast food, video store, or a drugstore). KMA also evaluated the Project Area commercial building stock to a neighborhood shopping center standard provided by ICSC. These use types were selected because they represent the type of uses usually found in a highly urbanized area consisting of multiple land uses. According to the ICSC a neighborhood shopping center is a “convenience center” that serves the adjacent neighborhoods and attracts customers who live within three miles.

The industry standard for the smallest single-use freestanding building is 2,000 square feet. This is the size for a fast food restaurant such as a McDonald's. Within the Project Area, eight of 28 commercial retail buildings (29 percent) are less than 2,000 square feet, and therefore do not meet the commercial standard for even the smallest single-use tenant. As another example, a video store (Hollywood Video) requires a building size of 7,500 square feet. Based upon the commercial retail buildings within the Project Area, 21 buildings or 75 percent are less than 7,500 square feet and do not meet the standards for a single-use tenant such as a video store. According to the ICSC, a Walgreens' type drugstore requires buildings of at least 15,000 square feet. This type of drugstore would provide over-the-counter and prescription drug services along with everyday health and beauty aids. In total, 25 of the 28 commercial retail buildings (89 percent) in the Project Area are not adequate in size for a drugstore. According to the ICSC, a neighborhood shopping center that contains a supermarket (Von's supermarket) requires a minimum building size of at least 30,000 square feet. However, the typical square footage for this type of center varies and could range as high as 46,000 (Safeway) and 51,000 (Ralph's) square feet.¹³ These centers typically provide convenience goods (food, drugs, etc.) and/or services (photo lab, cleaners, copying, etc.). For the purpose of this analysis, the more conservative standard of 30,000 square feet for a neighborhood shopping center is used for comparison with existing commercial retail buildings within the Project Area. In total, 25 of the existing commercial retail structures (89 percent) are not adequate in size for a neighborhood shopping center.

In addition to the limitations to house larger retail uses, the small older commercial buildings combined with the presence of incompatible land uses and crime in the area results in lower sales prices and assessed values. As discussed later, commercial retail sales transactions within the Project Area are 29 percent lower than other commercial properties located in the same zip code, and 79 percent of the 28 commercial retail properties have an assessed valuation that has decreased or remain stagnant since 1997-98. The decreasing or stagnant property values reflect a lack of investment in the Project Area to upgrade the existing blighted properties.

¹³ Trade Dimensions Retail Tenant Directory, California Centers Magazine.

c. Parking Deficiencies

A field survey was conducted to identify parking deficiencies within the Project Area. As shown in Table 7, based upon the field survey 108 of the 259 total parcels (42 percent) within the Project Area had at least one parking deficiency that included either no on-site parking, insufficient number of spaces, poor parking accessibility, or inadequate layout or design. Most of the parcels that contained a parking deficiency (70 of 259 total parcels or 27 percent) did not have a sufficient number of parking spaces. As an example, employees along Medford Street are forced to park on the street because there are not a sufficient number of off-street parking spaces (see Photographic Plate 11 of Appendix B). Furthermore, residential parking is impacted by the overcrowding situation. In many cases of inadequate residential parking, the results were residents parking on the front yard or sidewalk since there was insufficient or no off-street parking and parking space is limited on the street (see Photographic Plate 12).

Although there are industrial, commercial and residential parking deficiencies, parking deficiencies most directly affect the viability of the businesses. A field survey for this type of blighting condition has its limitations. For instance, the time of day when the survey was conducted may be during non-peak hours, which would not give a true indication of existing parking deficiencies. Thus, the field survey would under estimate the actual number of parking deficiencies. Therefore, KMA also examined industrial parking deficiencies based upon the building-to-lot coverage ratio to evaluate parking adequacy. The following describes the methodology and findings of the site coverage analysis. Manufacturing, light industrial and warehousing manufacturing facilities are frequently combined when discussing design standards, including parking requirements. These uses employ the fewest people and therefore require the smallest amount of parking. One to two spaces per 1,000 square feet is considered the rule of thumb for warehousing.¹⁴ Nationally, the average industrial building covers 33.17 percent of the site.¹⁵ KMA compared the percentage ratio of building area to site area as provided by the Assessor to the 33 percent site coverage standard. The table on the following page outlines the findings of this analysis.

As shown in Table 8, of the 139 of 149 (93 percent) industrial parcels within the Project Area that contained building square footage information as identified by MetroScan, 86 parcels (62 percent) have a higher percent of building-to-lot coverage than the standard described above (greater than 33 percent lot coverage). A significant amount of the parcels (61 parcels or 43 percent) range between 40 and 70 percent building coverage,

¹⁴ Business Park and Industrial Development Handbook, Second Edition, Urban Land Institute.

¹⁵ Warehouse/Distribution Property Characteristics in the United Kingdom and the United States, A Comparison, Bob Thompson, Roy T. Black and John T. Warden; published in Warehouse/Flex Industrial Facilities, Selected References, Information Packet No. 379, Urban Land Institute.

**TABLE 7
PARKING DEFICIENCIES
LACDC - WHITESIDE**

Land Use	No. of Parcels in Project Area	Total No. of Parcels with at least one Parking Deficiency ¹		No On-Site Parking		Insufficient No. of Spaces		Poor Parking Accessibility		Inadequate Layout/Design	
		No.	%	No.	%	No.	%	No.	%	No.	%
Residential - Single Family ¹	53	15	28.3%	3	6%	10	19%	2	4%	0	0%
Residential - Multi Family	31	19	61.3%	4	13%	15	48%	1	3%	1	3%
Commercial - Retail	24	13	54.2%	4	17%	9	38%	1	4%	5	21%
Commercial - Office	3	1	33.3%	0	0%	1	33%	0	0%	0	0%
Industrial	142	59	41.5%	23	16%	35	25%	11	8%	10	7%
Public	6	1	16.7%	1	17%	0	0%	0	0%	0	0%
Total Parcels	259	108	41.7%	35	14%	70	27%	15	6%	16	6%

Source: Consilium Associates Field Survey, March 2004

¹ Inadequate parking refers to limited parking due to outdoor storage, steep slopes or missing driveway (street parking only).

TABLE 8
SITE TO BUILDING COVERAGE RATIO - INDUSTRIAL
LACDC - WHITESIDE

% of Building to Site Improvement	Number of Parcels	% of Total Parcels	% of Parcels as compared to Standard
1.0 - 9.9%	9	6%	38.1% of parcels provide adequate site area for parking and storage ¹ 33% or less is desired
10 - 19.9%	17	12%	
20 - 29.9%	19	14%	
30 - 33.9%	8	6%	
34 - 39.9%	12	9%	61.9% of parcels do not provide adequate site area for parking and storage ¹
40 - 49.9%	16	12%	
50 - 59.9%	27	19%	
60 - 69.9%	18	13%	
70 - 79.9%	4	3%	
80 - 89.9%	2	1%	
90 - 99.9%	7	5%	
TOTAL	139	100%	

Source: Metroscan, FY 2004-05, Consilium Associates Field Survey, March 2004

Note: 10 buildings were missing building square footages from Metroscan.

¹ Site area should include adequate site area for parking, loading, storage and other typical outdoor functions.

which are significantly higher than the standard. As a further comparison, six industrial sites have been developed in the Project Area since 1990, in which the average site coverage ratio of these sites is 35 percent. Using this as a measure, 60 percent of the parcels in the Project Area do not have sufficient yard space to accommodate outdoor activity and parking. Based upon the above information, most of the industrial parcels in the Project Area cannot provide adequate on-site parking to meet contemporary industry standards.

d. Poor Site Conditions and Site Deficiencies

The field survey conducted by Consilium Associates identified nine types of site deficiencies, including open storage, abandoned vehicles, graffiti, weeds/overgrown vegetation, inadequate screening, and litter and debris. The site deficiencies contribute to the deteriorated appearance of the Project Area, which is a major deterrent for businesses to locate to the Project Area. In many instances, it will only take one or two deficient or poorly maintained properties in an area to create an image of neglect.

Within the Project Area, litter/debris, open storage, weeds/overgrown vegetation and graffiti are the most common examples of poor site conditions. As shown in Table 9, of the 294 separate parcels in the Project Area, 175 or approximately 60 percent had one or more incidences of poor site conditions. As shown in Figure 8, the 175 parcels are, for the most part, scattered throughout the Project Area. Generally, the highest incidences of poor site conditions within the Project Area occur in the industrial area along Medford and Whiteside Streets and the residential uses along Herbert north of Whiteside Street.

Table 9 shows that there were a total of 390 incidences of site deficiencies which impact 294 parcels within the Project Area or an average of 1.33 incidences per parcel. As shown in Table 9, open storage was the most predominant site deficiency occurring on 89 parcels (30 percent). Open storage refers to materials and equipment that are not contained within a building or screened from public view. Open storage contributes to the deteriorated appearance of the Project Area and discourages prospective tenants and reinvestment. Litter/debris was the next most predominant condition related to poor site conditions occurring on 66 parcels or 22 percent of the total parcels in the Project Area. Litter/debris may create a harborage for vectors, a fire hazard, an attractive nuisance and a sight obstruction.

Weeds/overgrown vegetation occurred on 58 parcels (20 percent of the total parcels). Similar to litter/debris, weeds create a harborage of vectors, a fire hazard and impedes pedestrian use of sidewalks. Graffiti was noted on 56 parcels or 19 percent of the total parcels. Graffiti is considered a criminal act that in many cases provides evidence of gang activity in the Project Area. As mentioned, real estate brokers have indicated that crime is perceived to be a problem in the Project Area, which is supported by the fact

TABLE 9
SITE CONDITION DEFICIENCIES
LACDC - WHITESIDE

	Total No. of Parcels in Project Area with Detrimental Site Conditions 1	Percent of Project Area
<u>Site Conditions</u>	<u>No.</u>	<u>%</u>
Open Storage	89	30.3%
Exposed Equipment/Open Activity	40	13.6%
Abandoned Vehicle	10	3.4%
Litter/Debris	66	22.4%
Weeds/Overgrown Vegetation	58	19.7%
Graffiti	56	19.0%
Unimproved Earth	29	9.9%
Inadequate Screening	39	13.3%
Standing Water/Poor Drainage	3	1.0%
TOTAL	390	

Total Parcels 294

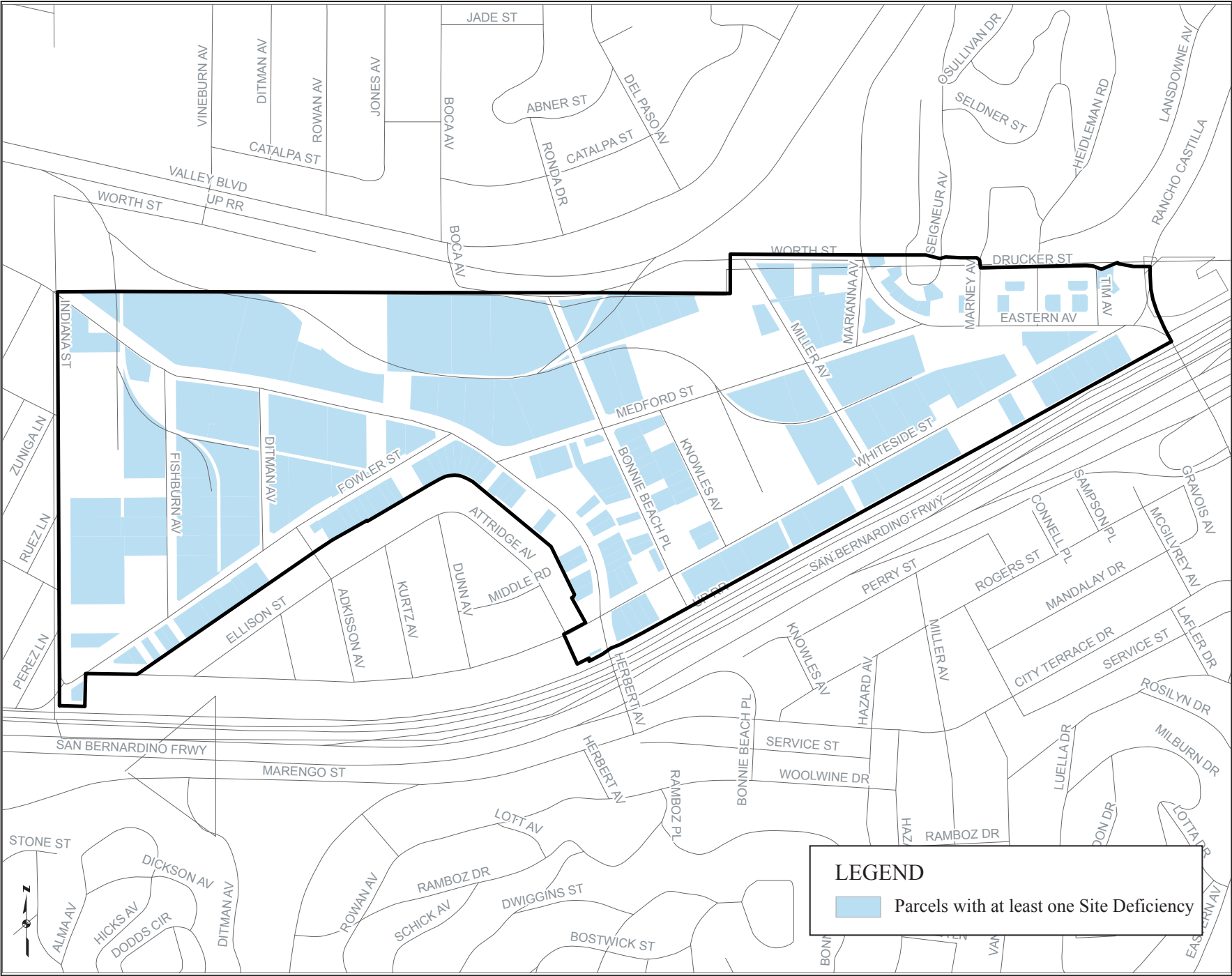
No. of Properties with One or More Elements of Poor Maintenance	175 ²	59.5%
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¹ Percentages in the "Total" row are based on the total of 294 parcels in the Project Area (they are not totals of their respective columns).

² Although the parcel may have multiple site deficiencies, the total represents the total number of parcels with one or more deficiencies.

Source: Consilii Field Survey, March 2004

FIGURE 8
LOCATION OF SITE CONDITION DEFICIENCIES



that crime has increased by 13 percent since 2000, while crime has decreased by 12 percent for the East Los Angeles Reporting District as a whole.

3. Incompatible Land Uses

Incompatible land uses that prevent economic development occur when the use or activity on a parcel of land negatively affects the economic use and/or development of adjacent and surrounding properties. For example, industrial businesses that wish to expand but are constrained by surrounding residential properties or other sensitive uses may not be able to grow or may choose to relocate to other sites. Conversely, residential uses or other sensitive uses adjoining industrial uses are often impacted by traffic, noise and reduced privacy, which affects property value and viability of the property for residential use. Real estate brokers representing properties in the Project Area specifically stated that many industrial users do not want to be located adjacent to residential areas.

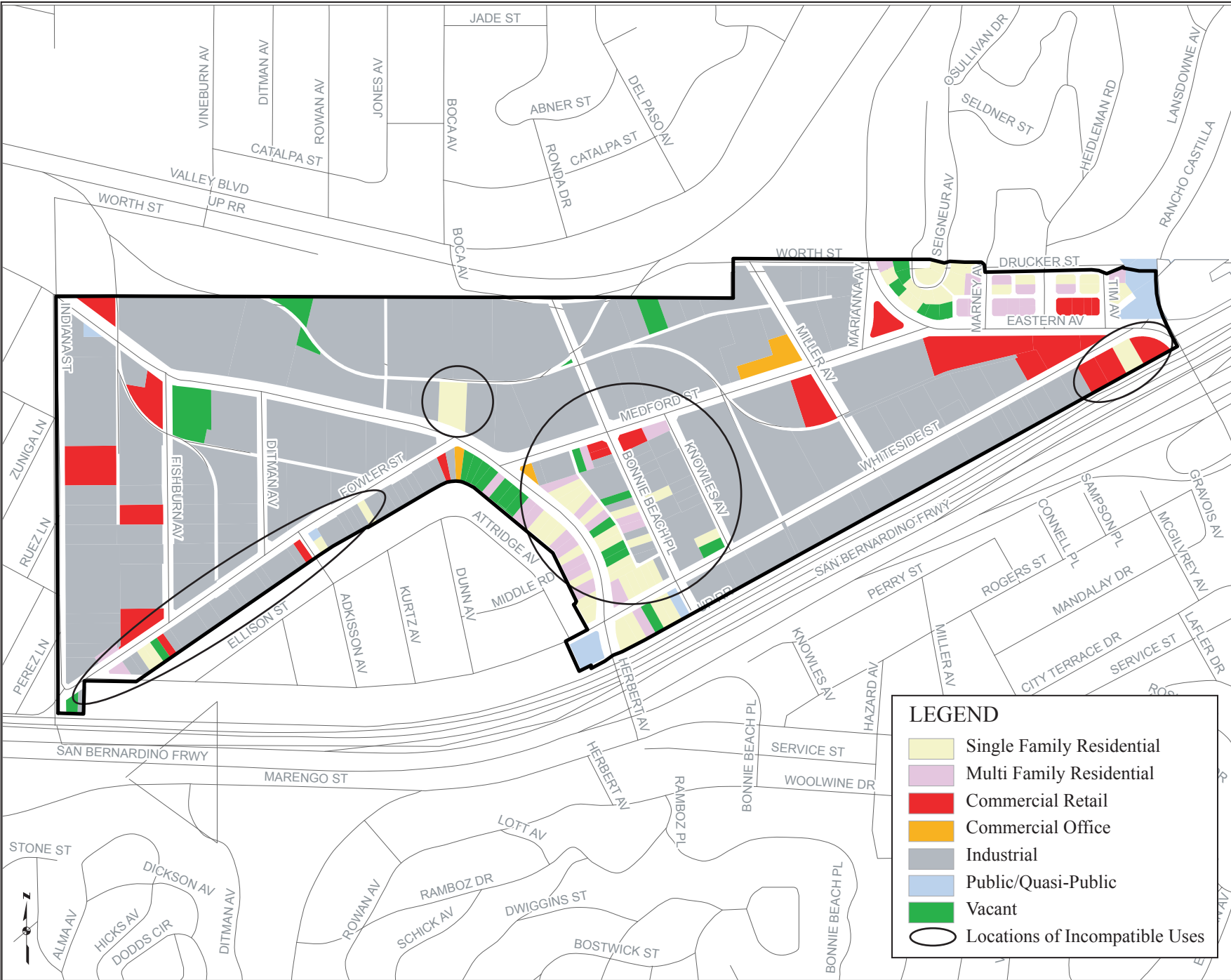
There are multiple factors that have created depressed industrial prices in the Project Area including structural deterioration, obsolete buildings and crime in addition to the proximity of residential uses. Therefore, it is difficult to demonstrate that any one factor, such as incompatibility with residential uses, affects the economic viability and development of industrial properties. However, the financial impacts on residential properties, which are adjacent to industrial properties, can be more readily isolated and are therefore the focus of the following analysis.

Incidents of incompatible adjacent or nearby uses involving industrial and residential uses within the Project Area are found at four general locations. These locations involve a total of 53 residential, industrial and commercial parcels of which 32 parcels are residential properties (see Figure 9). Primarily, the incompatible land uses occur along Fowler Street from Indiana Street to Medford Street, at the corner of Marianna Avenue and Whiteside Street, and in the central portion of the Project Area along Herbert Avenue and Bonnie Beach Place south of Medford Street. As an example, at the corner of Medford Street and Bonnie Beach Place, there are multiple residential units adjacent to an auto-related body shop and back-up to industrial uses located along Bonnie Beach Place (see Photographic Plate 13 in Appendix B). The industrial businesses in this Project Area conduct outdoor activities, the noise from which impacts the adjacent residential units. Furthermore, there is a significant amount of truck traffic along Herbert Avenue that also impacts the residential units. Also, examples of incompatible land uses include single-family and multi-family residential uses located adjacent to industrial uses along Fowler Street and Fishburn Avenue, which are impacted from truck traffic and outdoor activities (see Photographic Plate 14).

Evidence of the impact of industrial and commercial uses on the economic development of residential uses is interpreted to mean economic impact to property values for purpose of this analysis. As described below, the residential properties directly adjacent to the industrial uses

FIGURE 9

INCOMPATIBLE LAND USES



have lower property values than residential uses located in the exclusively residential area directly adjacent to the Project Area. The average assessed value of the 32 residential units that are adjacent to industrial and commercial uses is \$55.81 per square foot. The average assessed value of the remaining 320 residential units located outside but directly adjacent to the Project Area, is \$80.37, which is 44 percent higher than the 32 residential units located directly adjacent to the industrial and commercial properties within the Project Area.

4. Lots of Irregular Shape and Inadequate Size

Appropriate parcel size and dimension are necessary if land is to be effectively utilized. In order for property to be attractive to investors, parcels must be large enough to build a structure that not only meets building code standards, but also accommodates current industry standards. This also applies to parcels of relatively large size when their triangular or otherwise odd shape cannot accommodate the desired structure and its parking needs.

To determine the prevalence of parcels of inadequate size within the Project Area, existing parcel size for industrial and single-family residential uses, as provided by MetroScan was reviewed against current industry standards. Commercial and public uses were not evaluated due to the small amount of parcels related to these uses within the Project Area. Multi-family residential uses also were not evaluated due to the varying number of units contained within the structures that would make such analysis problematic, in that, unlike single-family residential, there is no set standard for the amount of parcel square footage per multi-family unit.

For parcels to be determined irregular or inadequate size, they must also be in multiple-ownership. For instance, if a parcel is determined to be inadequate in size then all of the surrounding parcels must be owned by different individuals. The reason is if the same individual owned adjacent parcels, then the combination of these two parcels would provide adequate area for development. Furthermore, as previously stated, it is presumed that any parcel that is too small for contemporary development (and is in multiple ownership) is also of irregular shape. In other words, it is not possible to have a standard shaped parcel that is too small for contemporary development. Either the parcel length or width or both must be too short for proper usefulness and development. The following discussion of inadequate parcel size is presented for industrial and single-family residential land use type.

a. Industrial Uses

Industry Standard

Using the three previous categories described to measure buildings of inadequate sizes, parcel size standards for the 66 industrial parcels in the Project Area that are in multiple ownership are shown in Table 10. KMA assessed the number of parcels that would be large enough within the Project Area for a 25,000 square foot single-tenant

TABLE 10
INADEQUATELY SIZED INDUSTRIAL PARCELS
LACDC - WHITESIDE

	Minimum or Preferred Parcel Size	No. Parcels <= 75,000 sq.ft.	Total No. Manufacturing / Assembly Parcels	% of Total
Manufacturing/Assembly	75,000 sq.ft.	9	16	56%

	Minimum or Preferred Parcel Size	No. Parcels <= 90,000 sq.ft.	Total No. Light Industrial Parcels	% of Total
Light Industrial/Flex	90,000 sq.ft.	31	35	89%

	Minimum or Preferred Parcel Size	No. Parcels <= 450,000 sq.ft.	Total No. Warehouse / Distribution Parcels	% of Total
Warehouse/Distribution	450,000 sq.ft.	15	15	100%

Source: Metroscan, FY 2004-05

Note: Assumed 33% lot coverage to determine the minimum parcel size standards.

manufacturing industrial building, a 30,000 square foot light industrial facility and a 150,000 square foot warehouse facility based upon the existing land use as identified in the field survey. The “going” ratio of land area to building area for new general-purpose industrial buildings is most commonly between 3:1 and 4:1, which results in a structural lot coverage of 25 to 33 percent.¹⁶ This desired building lot coverage allows for adequate parking and landscaping of the site. Thus, using a ratio of 3:1 for land area to building area or building lot coverage of 33 percent, the total number of inadequately sized industrial parcels can be determined. Based upon this standard, a single-use industrial building would require a parcel size of 75,000 square feet. Within the Project Area, nine of the 16 single-tenant manufacturing parcels (56 percent) that are in multiple ownership are less than 75,000 square feet and therefore are not adequate in size to accommodate a contemporary single-tenant manufacturing building (Table 10). A contemporary light industrial facility would require a parcel size of 2.1 acres (90,000 square feet). Within the Project Area, 31 of the 35 light industrial parcels (89 percent) that are in multiple-ownership are less than 2.1 acres and therefore are not adequate in size to accommodate a light industrial facility.

For a 150,000 square foot warehouse, a parcel the size of 10.3 acres (450,000 square feet) would be required. Based upon this standard, all 15 of the warehouse/distribution parcels (100 percent) within the Project Area that are in multiple-ownership would not be large enough to support a contemporary warehouse facility (see Table 10). The use of the 3:1 land to building ratio as described above is reinforced by the fact that the average building coverage for warehouse properties in the U.S. is 33.2 percent.¹⁷ The location of these inadequately-sized industrial parcels are shown on Figure 10.

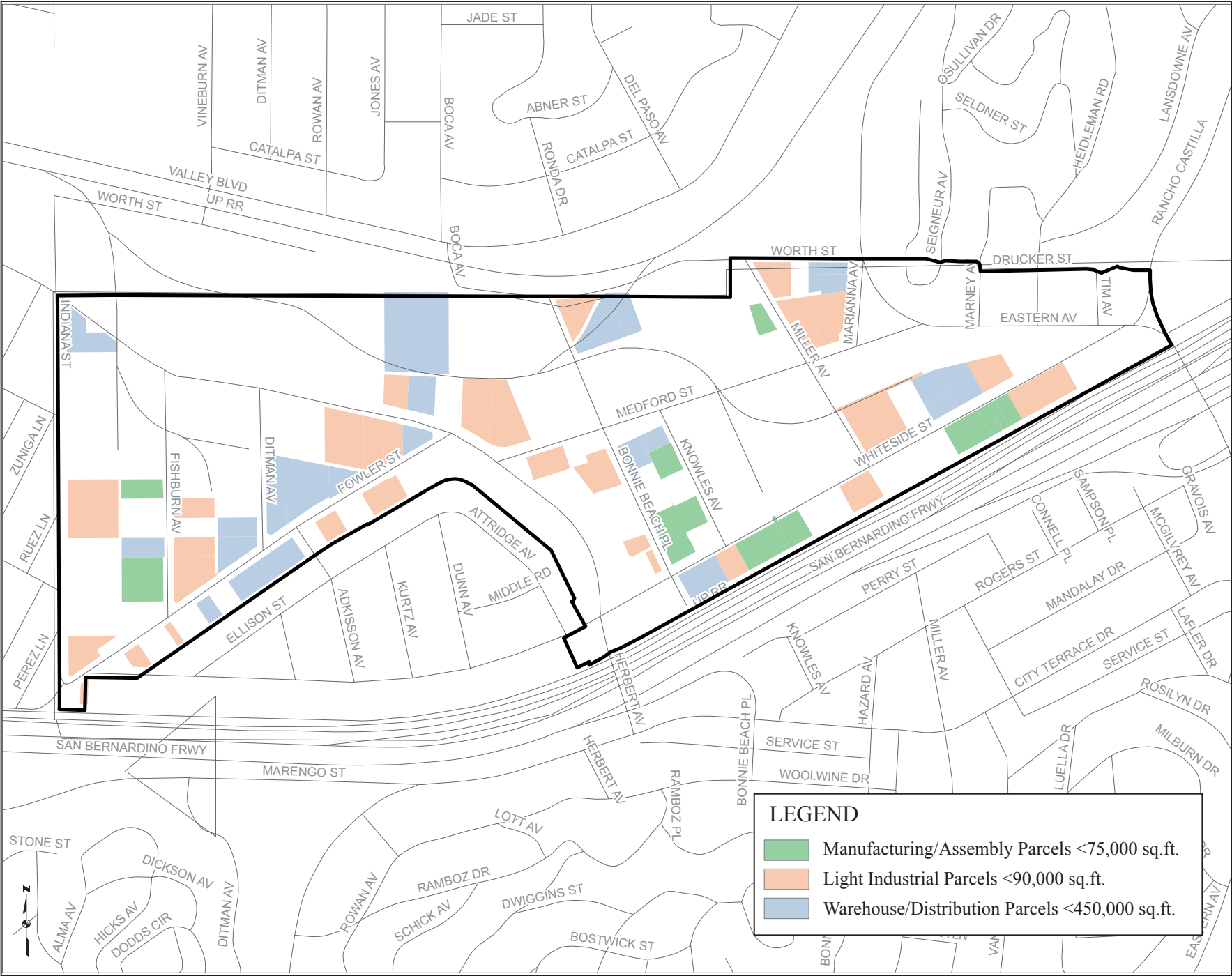
Industrial Submarket Comparison

As previously stated, the Project Area is part of the Industrial Submarket area. The average lot size of an industrial parcel within the Project Area is 31,624 square feet. The average size of an industrial parcel sold in the Industrial Submarket within the past 10 years (1994-2004) is 71,003 square feet, which is 125 percent higher than the Project Area. The 66 industrial parcels that are in multiple-ownership within the Project Area were compared to the average size of the industrial parcels in the Industrial Submarket. In all, 50 of 66 industrial parcels (76 percent) within the Project Area that are in multiple-ownership are less than the average industrial parcel sold in the Industrial Submarket in the past 10 years (71,003 square feet).

¹⁶Industrial Real Estate, 4th Edition, Society of Industrial Realtors, 1984, pg. 72.

¹⁷ Warehouse/Flex Industrial Facilities, ULI InfoPacket No. 379, The Real Estate Finance Journal, Spring 2000, “Warehouse/Distribution Property Characteristics in the United Kingdom and the United States: A Comparison”, Bob Thompson, Toy T. Black and John T. Warden, pg. 17-18.

FIGURE 10
INADEQUATELY SIZED PARCELS UNDER MULTIPLE OWNERSHIP - INDUSTRIAL



b. Single-family Residential Uses

The minimum standard size for a single-family parcel in the County of Los Angeles according to the zoning code is 5,000 square feet. Within the Project Area, 20 of the 53 single-family residential parcels (38 percent) are less than the minimum parcel standard of 5,000 square feet.

The average size of a single-family residential parcel in the Project Area is 6,334 square feet. The average size of a single-family parcel sold in the Project Area since 1994, is 6,443 square feet, of which, 40 of the 53 single-family parcels (75 percent) in the Project Area are less than this average. The average size of a single-family residential parcel that was sold between 1994 and 2005 located within 1.7 miles of the Project Area is 6,021 square feet, which is nine percent larger than the Project Area. The average size of a single-family residential parcel that was sold between 1999 and 2004 and located within the six zip code areas that surround the Project Area, is 6,526 square feet, which is 27 percent larger than the Project Area.

Small residential parcels restrict the size of a dwelling unit due to required setbacks. The smaller lots do not allow for additions if the economics of the Project Area would support reinvestment. As previously noted, approximately 49 percent of the population in the Project Area is living in overcrowded conditions.

c. Commercial Uses

Using the three categories to measure buildings of inadequate size, commercial parcel size was evaluated to accommodate single-use freestanding structures (fast food restaurant and a drugstore) and a neighborhood shopping center. The parcel size for a video store (such as Hollywood Video) was not analyzed in this section because the required parcel size of 30,000 square feet is exactly the same as the standard of 30,000 square feet for a fast food restaurant. Therefore, the three categories described above were selected to examine a range of parcel sizes for various uses.

The industry standard minimum parcel size for a commercial single-use freestanding building consisting of a fast food restaurant (McDonald's) is 30,000 square feet. Within the Project Area, 21 of the 24 commercial retail parcels (88 percent) are less than 30,000 square feet and therefore below the industry standard size even for the smallest of single-use buildings (fast food restaurant). According to the ICSC, a Walgreens' type drugstore requires parcels that are at least 40,075 square feet (0.92 acres) in size. Only one of the 28 commercial retail parcels in the Project Area that are not in multiple-ownership, meet the 0.92-acre minimum criteria. In total, 92 percent of the commercial parcels are not adequate in size for a drugstore. There are 70 parcels in the Project Area that would be large enough to support a neighborhood shopping center that

contained a supermarket anchor. ICSC requires a neighborhood shopping center to have a minimum parcel size of at least 82,760 square feet. In all, 100 percent of the commercial retail parcels are not adequate in size for a neighborhood shopping center.

F. ECONOMIC BLIGHTING CONDITIONS IN THE PROJECT AREA

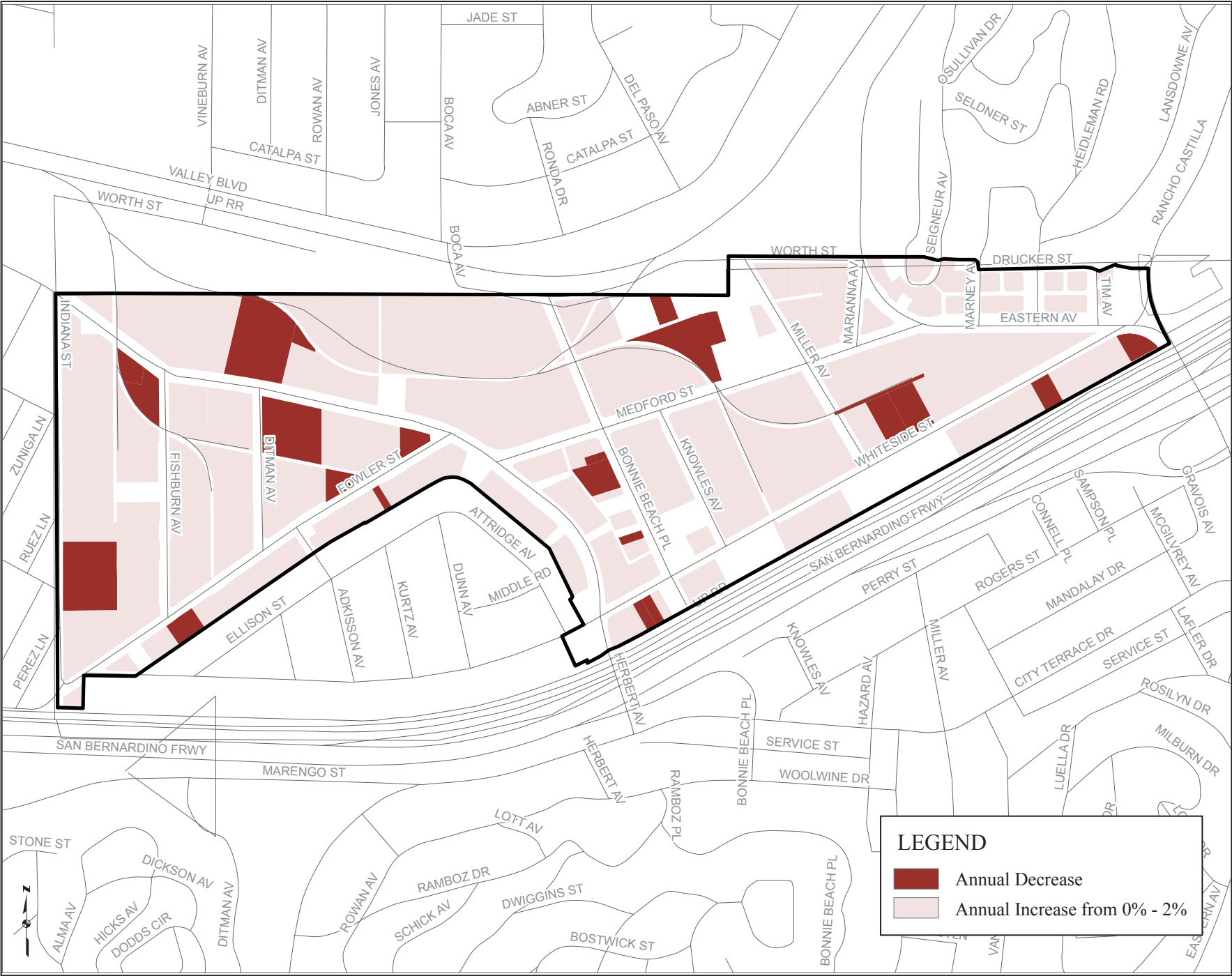
The following economic blighting factors were analyzed: assessed valuation, industrial sales transactions, single-family residential sales transactions, low lease rates, retail sales, lack of commercial facilities and a high crime rate. These indicators were selected as those conditions, which most readily reflected the economic distress in the Project Area. The analysis of these economic indicators within the Project Area is a comparative analysis with other comparable residential and industrial areas, adjacent areas, and the City and County as a whole.

1. Depreciated or Stagnant Property Values

Over the time period between fiscal year 1997-98 and 2003-04, the total amount of assessed property value for the Project Area has increased by a lower rate than the County of Los Angeles as a whole. The total assessed valuation for the Project Area in 1997-98 was \$70,596,746 and in 2004-05 was \$92,159,815 or an increase of 31 percent (4.5 percent annual average growth). By way of comparison, the County as a whole had a total assessed valuation of approximately \$487,996,000,000 in 1997-98 and \$749,156,125,470 in 2003-2004 (latest available information) for an overall growth rate of 53 percent (7.6 percent annual average growth). Clearly from these assessed value numbers, the Project Area is not seeing growth that is experienced at the County level. The Project Area has seen very little new development or substantial improvements over the past six years; therefore, the growth in assessed valuation in the Project Area is primarily related to inflation of the real estate market that the County and State has experienced since 1995.

There are a total of 294 parcels within the Project Area, of which, 270 are assessed property taxes in accordance with State law. The remaining parcels are either public lands, tax-exempt properties, or parcels that have been subdivided or merged and therefore do not exist in one or the other comparison year. Of the 270 assessed properties, 21 parcels or approximately eight percent showed a decrease in assessed valuation from 1997-98 to 2004-05. Within the Project Area, 59 parcels or 22 percent of the total assessed parcels increased by more than two percent annually. The remaining 190 parcels or 70 percent remained stagnant and only increased between zero percent and approximately two percent annually, which is the maximum assessment in accordance with State law that can be applied to properties that did not either have improvements or change of ownership during that assessment roll year. Overall, approximately 78 percent (211 parcels) of the assessed properties within the Project Area either had a decrease in assessed valuation or remained stagnant at two percent annual growth. As shown in Figure 11, most of the properties that had a decrease in assessed valuation are located along Whiteside Street, Herbert Avenue, and Medford Street. Of the 211 parcels that

FIGURE 11
DEPRECIATED OR STAGNANT ASSESSED VALUES (1997-98 to 2004-05)



either had a decrease in assessed valuation or remained stagnant at two percent annual growth or less since 1997-98, 110 were industrial parcels (77 percent of all industrial parcels), 19 were commercial parcels (79 percent of all commercial retail parcels), and 58 were residential parcels (69 percent of all residential parcels).

As discussed above, there are 282 assessed parcels within the Project Area totaling \$94,466,892, which is an average assessed value of \$334,989 per parcel. In comparison, there are 2,590,008 assessed parcels within the County totaling \$749,156,125,470, which is an average assessed value of \$289,249 per parcel or 14 percent lower than the Project Area. However, this is primarily the result of the Project Area having a higher concentration of commercial and industrial land uses, which tend to have higher assessed values per parcel than residential land uses. Approximately 59 percent of the parcels within the Project Area are either commercial or industrial which is a high percentage considering most cities average ten (10) percent for commercial or industrial properties. The County as a whole consists of eleven (11) percent commercial and industrial land uses. Since the County includes various land use differences than the Project Area it is necessary to make a comparison between the Project Area and comparable communities (those with a similar land use mix). A comparable area was defined as a community with at least 35 percent of the parcels developed with industrial and commercial uses. As shown in Table 11, the comparable areas consist of the cities of Commerce, Industry, Irwindale, Santa Fe Springs, South El Monte and Vernon. As shown on Table 11, the Project Area has the second lowest assessed valuation per parcel when compared to these communities with only the City of South El Monte being 20 percent lower than the Project Area.

Changes in assessed values not only indicate the direction and stability of the economy within a particular area, but also provide implications for County revenue generation. The lower the assessed values, the lower the amounts of property tax revenues to be distributed to the County and other governmental taxing agencies. Meanwhile, County services and programs for the Project Area will continue to be required. As discussed later in this Report, criminal activity within the Project Area is occurring at a rate significantly higher than the County. Therefore, the demand for law enforcement protection within the Project Area and adjacent areas is higher than other parts of the County. If this trend continues, over time the Project Area becomes a drain on County resources.

TABLE 11
AVERAGE ASSESSED VALUES PER PARCEL - COMPARABLE AREAS¹
LACDC - WHITESIDE

Area	Total Parcels	Total Assessed Value (2003-2004)	Average Assessed Value per Parcel	% Higher than Project Area
Industry	1,461	\$ 4,913,894,539	\$ 3,363,378	904%
Vernon	1,383	\$ 3,052,804,670	\$ 2,207,379	559%
Irwindale	882	\$ 1,486,937,280	\$ 1,685,870	403%
Commerce	3,615	\$ 3,266,714,036	\$ 903,655	170%
Santa Fe Springs	5,592	\$ 4,317,003,645	\$ 771,996	130%
Project Area	282	\$ 94,466,892	\$ 334,989	
South El Monte	4,431	\$ 1,191,011,025	\$ 268,791	-20%

Source: Metroscan, Los Angeles County Assessor's Annual Report, 2004

¹ Comparable areas consist of cities in Los Angeles County for which at least 35 percent of the parcels consist of industrial and commercial land uses, which is similar to the Study Area (58 percent).

² There are 294 parcels in the Project Area, but only 282 are assessable.

2. Impaired Investments

a. Industrial Property Transactions

Transactional data for industrial properties were analyzed and compared to data for the Industrial Submarket for the period of 1994 through 2004. Review of the data reveals that, in general, the sales prices on a per square foot basis were lower in the Project Area.

As shown in Table 12, a comparison of statistics for the Project Area and the Industrial Submarket indicated that the average building size transacted in the Industrial Submarket was 24,358 square feet compared to 19,849 for the Project Area, which is 19 percent smaller than buildings transacted in the Industrial Submarket. However, the average sales price per transaction was significantly higher than the Project Area indicating that building size is not the primary factor in determining property values in the Project Area. The average industrial sales transaction in the Industrial Submarket was \$1,192,648 compared to \$783,714 for the Project Area, which is 34 percent lower than the Industrial Submarket compared to an average building size that is 19 percent smaller. As would be expected, the average sales price per square foot of building space and land was higher in the Industrial Submarket when compared with the Project Area. The average industrial sales transaction per square foot of building space in the Industrial Submarket is \$48.96 compared to \$39.48 for the Project Area (19 percent lower). When comparing the sales transactions on a price per square foot of land basis using the same industrial transactions described above, the average industrial sales transaction per square foot of land in the Industrial Submarket is \$35.50 compared to \$19.85 for the Project Area, which is 44 percent lower. The discrepancy in sales transactions per square foot of building and land is an indication of negative image of the Project Area.

b. Single-Family Residential Sales

An analysis of single-family home sales in the Project Area compared to the surrounding area was conducted to determine the relative economic viability of single-family residential properties in the Project Area. If single-family homes are selling at lower prices than what is experienced in the comparison areas, then investments are likely to be impaired. Transactional data for single-family homes over the past 11 years (1994-2005) for the Project Area was compared to the surrounding areas.¹⁸ The “surrounding areas” is composed of the Project Area and the area within a 1.7-mile radius around the Project Area (see Figure 12). In addition to sales price, the sales price per square foot

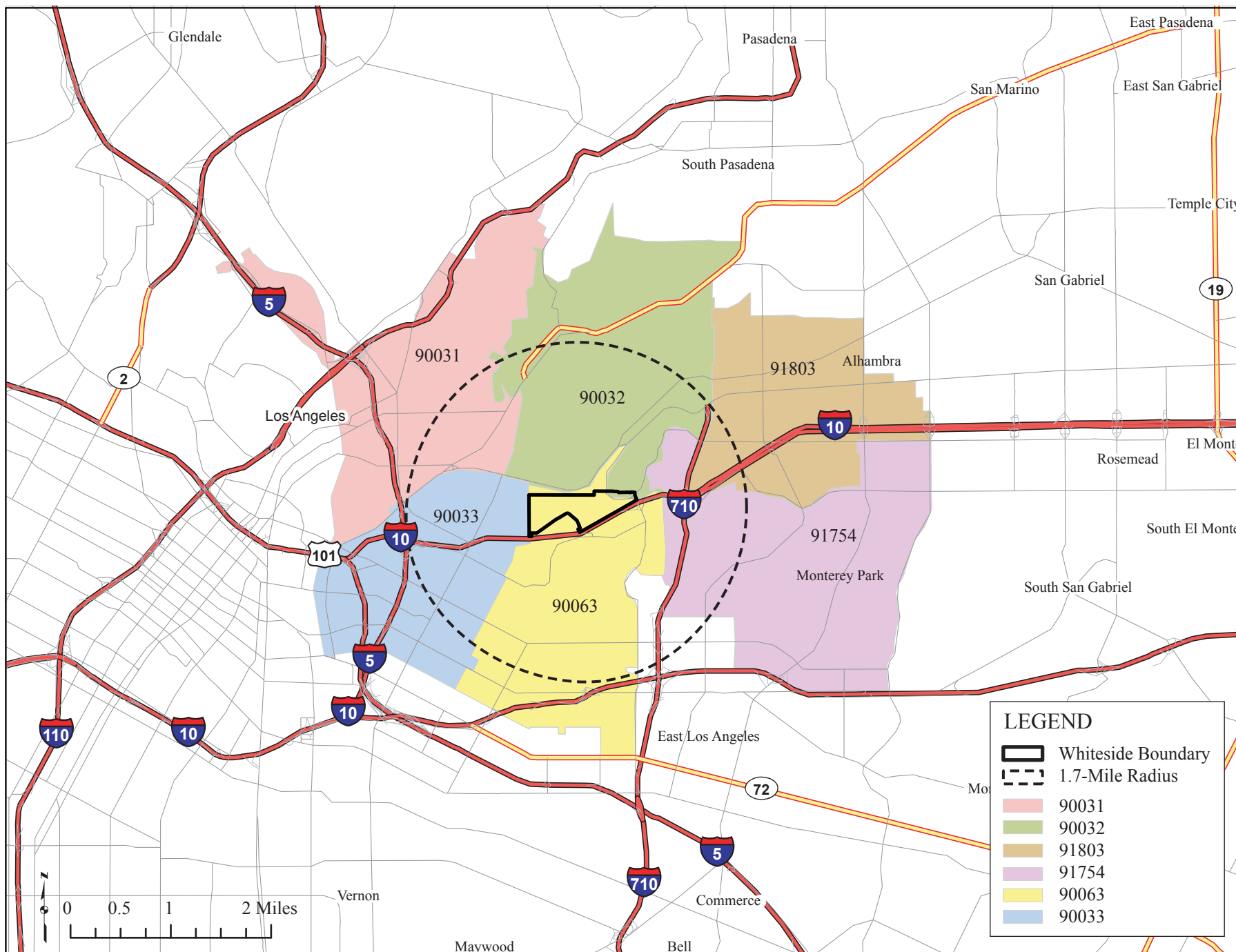
¹⁸ A similar comparison to multi-family housing sales transaction was not analyzed because of the limited amount of transactions that have occurred for this particular land use in the past ten years.

TABLE 12
INDUSTRIAL SALES TRANSACTIONS
LACDC - WHITESIDE

Comp_No	Ind_Type	APN	No Bldgs	Address	Sale_Date	Sale_Price	Land_SF	Average Price per Land SF	Bldg_SF	Average Price per Bldg SF
LEC-33579-12-94	Single Tenant Ind	5224001002	1	1636 N Bonnie Beach Pl	11/4/1994	\$ 700,000	37,919	\$ 18.46	21,000	\$ 33.33
LEC-40686-03-95	Heavy Ind	5223037013	2	4101, 4123 Whiteside St	11/23/1994	\$ 1,260,000	72,993	\$ 17.26	52,236	\$ 24.12
LEC-58015-01-97	Single Tenant Ind	5224028019	1	3930 Whiteside St	10/7/1996	\$ 475,000	15,500	\$ 30.65	12,220	\$ 38.87
LEC-59359-04-97	Industrial Bldg	5224028012	4	3900 Whiteside St	2/14/1997	\$ 525,000	34,100	\$ 15.40	10,587	\$ 49.59
LEC-49920-12-9819	Multi Tenant Ind	5224001002	1	1636 N Bonnie Beach Pl	9/23/1998	\$ 960,000	37,920	\$ 25.32	14,960	\$ 64.17
LEC-06935-03-9919	Single Tenant Ind	5224009017	2	1501 Fishburn Ave	1/7/1999	\$ 250,000	27,770	\$ 9.00	4,800	\$ 52.08
LEC-37448-05-0020	Multi Tenant Ind	5224028006	4	4036-4048 Whiteside St	3/21/2000	\$ 650,000	28,087	\$ 23.14	16,138	\$ 40.28
LEC-39382-05-0020	Single Tenant Ind	5223037008	2	4207 Whiteside St	4/10/2000	\$ 300,000	28,241	\$ 10.62	9,000	\$ 33.33
LEC-69621-08-0120	Whs/Distribution	5223037012	3	4101-4131 Indiana St	6/29/2001	\$ 1,700,000	108,237	\$ 15.71	50,206	\$ 33.86
LEC-98989-10-0320	Single Tenant Ind	5224003007	1	3621 Medford St	9/10/2003	\$ 657,000	20,408	\$ 32.19	13,850	\$ 47.44
LEC-29037-03-0420	Single Tenant Ind	5224003007	1	3619-3621 Medford St	2/20/2004	\$ 775,000	20,408	\$ 37.98	13,850	\$ 55.96
LEC-46077-02-0520	Multi Tenant Ind	5224009014	2	1533 Fishburn Ave	9/28/2004	\$ 500,000	21,998	\$ 22.73	5,360	\$ 93.28
LEC-63850-02-0520	Single Tenant Ind	5224005018	2	4436 Worth St	11/2/2004	\$ 1,650,000	83,770	\$ 19.70	45,000	\$ 36.67
LEC-05678-04-0520	Industrial Shop	5223036009	1	4232 Whiteside St	12/17/2004	\$ 570,000	15,500	\$ 36.77	8,680	\$ 65.67
AVERAGE						\$ 783,714	\$ 39,489	\$ 19.85	\$ 19,849	\$ 39.48
INDUSTRIAL SUBMARKET					AVERAGE	\$ 1,192,648	33,592	\$ 35.50	24,358	\$ 48.96

Source: Costar Group, Inc. (Central Los Angeles Trend Report & Detailed Sales Comparables)

FIGURE 12
SINGLE-FAMILY RESIDENTIAL COMPARISON AREAS:
(1.7 MILE RADIUS AND SIX SURROUNDING ZIP CODES)



for the Project Area was compared with the surrounding area. The analysis of total sales per square foot of building is provided to equalize the analysis regardless of varying housing sizes.

Review of the residential sales data reveals that overall sales prices for single-family housing units including building value per square foot in the Project Area are lower than those for single-family homes that are located in the surrounding area. The average sales price for a single-family home in the Project Area between 1994-2005 was \$147,972 compared to \$196,562 for the surrounding area during that same time period. Thus, the Project Area has an average sales price that is 25 percent lower than the surrounding area. The average building size of the single-family homes transacted between 1994-2005 in the Project Area was 1,036 square feet; therefore, the average value per square foot of single-family home sales within the Project Area totaled \$142.87. In comparison, the average building size of the single-family homes transacted between 1994-2005 in the surrounding 1.7-mile radius, was 1,185 square feet; therefore, the Project Area is 13 percent smaller than the surrounding area. The average value per square foot of single-family home sales for the surrounding 1.7-mile radius is \$154.44. Thus, the Project Area has an eight percent lower single-family home sales per square foot than the surrounding 1.7-mile radius.

The fact that the value per square foot is not significantly greater in the 1.7-mile radius area than in the Project Area and that the rather substantial price difference (25 percent lower in the Project Area) is due in part to the size of the homes. As noted above, the average size of a single-family home sold in the Project Area is 1,536, which is small compared to today's standards. The size of a newer home (constructed after 1994) built within the 1.7-mile radius area is 1,981 square feet which is 29 percent larger than the average size single-family home that was sold in the Project Area in the past 10 years. Approximately 34 percent of the single-family homes within the Project Area that were sold in the past 10 years are less than 1,000 square feet. Therefore, the price per square foot for small single-family units will be somewhat skewed because of the very small size building.

A comparison was also made to the single-family residential sales that occurred over the past five years (1999-2005) within the six zip codes (90031, 90032, 90033, 90063, 91754 and 91803), which includes the communities of Monterey Park, Alhambra, Boyle Heights and Lincoln Heights that surround the Project Area (see Figure 12). The Project Area is located within the 90063 zip code. Overall sales prices for single-family housing units and more specifically, building value per square foot in the Project Area is significantly lower than those for single-family homes that are located in the six zip codes. The average sales price for a single-family home in the Project Area between 1999-2005 was \$169,574 compared to \$253,130 for the area comprising of the six zip codes during that same time period. Thus, the Project Area has an average sales price that is 33 percent lower than the surrounding communities. Based upon an average building size of the single-family homes transacted between 1999-2005 of 1,042 square

feet; the average value per square foot of single-family home sales within the Project Area totaled \$162.66. In comparison, the average building size of the single-family homes transacted between 1999-2005 in the six zip code area was 1,279 square feet, which is 23 percent higher than the Project Area average of 1,042 square feet. The average value per square foot of single-family home sales for the six zip code area was \$180.25; therefore, the Project Area is 10 percent lower than the six zip code area. This would again indicate that home size is a major factor in property values for residential uses. However, there is a premium to pay to live in areas or communities with a better image. In fact, Zip Codes 91754 and 91803 (consist primarily of the cities of Monterey Park and Alhambra) have an average sales price that is over \$311.00 per square feet, which is significantly higher than the Project Area (\$162.66). This shows that a preferred location and better image of an area has a significant impact on the sales price of a single-family home.

c. Commercial Property Transactions

Transactional data for commercial properties were analyzed and compared to data for the surrounding area for the period from 1993 through June 2005. For purposes of this analysis, the surrounding area is defined as the area (including the Project Area) that is within Zip Code 90063. Review of the data reveals that while commercial buildings in the Project Area that were transacted during this time period, were comparable in size to the buildings in the surrounding area (Zip Code 90063), in general, the sales prices on a per square foot basis were significantly lower in the Project Area.

A comparison of statistics for the Project Area and the surrounding area indicate that the average commercial building size transacted in the Project Area was 3,900 square feet, which on an average was 27 percent larger than buildings transacted in the surrounding area (3,069 square feet). Based upon information from MetroScan, the average sales price per transaction was higher in the surrounding area than the Project Area. The average commercial sales transaction in the Project Area was \$245,000 compared to \$273,178 for the surrounding area. Therefore, the average commercial sales transaction in the Project Area was 10 percent lower than the surrounding area. However, the average sales price per square foot of building was significantly higher in the surrounding area when compared to the Project Area. The average commercial sales transaction per square foot of building in the Project Area was \$62.83 compared to \$89.01 for the surrounding area; therefore, the Project Area had a 29 percent lower average per commercial sales transaction than the surrounding area.

3. Low Lease Rates

Abnormally low lease rates, relative to other locations, are often indicative of: 1) weak demand for lease space; 2) an excess supply of lease space; or 3) the substandard physical condition of space offered for lease. Lease rates vary according to certain conditions and types of use.

Notable conditions that have major implications for lease rates include location, access to market/customers, visibility, amenities, and condition of property and age of property. This is especially true for the industrial area portion of the Project Area. Most of the industrial buildings are small Class C buildings that do not provide the necessary amenities (sprinklers, HVAC systems, clear height, and dock high loading) and are therefore considered functionally obsolete. Lease rates in the Project Area tend to be lower compared with the Industrial Submarket. As previously stated, according to one real estate broker, there are few vacancies and little turnover, which is a direct result of long-time businesses accepting the obsolete building space either because of the low rent or because of the lax County zoning standards. However, new prospective users tend not to locate in the Project Area because the area is not attractive, has a high crime rate, and most of the buildings are small and functionally obsolete. These conditions contribute to lower lease rates within the Project Area compared to other parts of the Industrial Submarket area. The lower lease rates make it difficult to upgrade buildings because the cost of rehabilitating a building exceeds the lease revenues that could be generated from the building. Therefore, as discussed later in this section, rehabilitating a structure becomes financially infeasible.

Lease rates were obtained for seven (7) industrial properties that are available within the Project Area and compared with the Industrial Submarket. As shown in Table 13, there are four light industrial, two manufacturing buildings, and one warehouse that are currently for lease. The overall average weighted asking lease rate per square foot of industrial space in the Project Area is \$5.38 per year or \$0.45 per month, which includes a lease rate of \$0.51 for light industrial uses, \$0.39 for manufacturing uses, and \$0.48 for warehouse uses. In comparison, the overall average weighted lease rate of industrial building space within the Industrial Submarket area is \$7.59 per year or \$0.63 per month; therefore the Project Area is 29 percent lower than the Industrial Submarket (Table 13).

This includes a weighted asking lease rate of \$0.83 per month for light industrial uses compared to \$0.51 for the Project Area (39 percent lower) and a weighted asking lease rate of \$0.67 per month for manufacturing uses compared to \$0.39 for the Project Area (42 percent lower). Similarly, the average weighted asking rate per square foot of warehousing uses in the Industrial Submarket is \$0.55 per month compared to \$0.48 for the Project Area (13 percent lower).

As previously stated, most of the industrial buildings are over 50 years old and are in need of upgrading to be competitive with more contemporary industrial buildings located in the region. However, most of the rehabilitation needed to the existing building stock, would require significant improvements to meet contemporary standards for ceiling height, dock high loading, and fire sprinkler systems. Furthermore, current rent levels support reinvestment of existing property if the balance of the mortgage is paid off and lease rate revenues are used primarily for on-site improvements. However, acquisition and subsequent upgrading of industrial properties is not considered feasible within the Project Area due to the cost to acquire the property and make improvements, which will not generate enough lease rate revenues to make the improvements financially feasible. For example, the cost to rehabilitate older structures (pre-

TABLE 13
LEASE RATE ANALYSIS - STUDY AREA AND INDUSTRIAL SUBMARKET
LACDC - WHITESIDE

STUDY AREA

Parcel No.	Ind. Type	Address	Bldg SF	Monthly Lease Rate (FSG)	Average Weighted Annual Lease Rate by Specific Use (FSG)	Average Weighted Annual Lease Rate Overall (FSG)
5224014025	Light Industrial	3512 Fowler St	10,589	\$0.43	\$0.39	
5224009010	Light Industrial	1532-1536 N Indiana St	46,400	\$0.40	\$1.57	
5224024007	Light Industrial	1567 N Bonnie Beach ¹	1,752	\$1.03	\$0.15	
5224008008	Light Industrial	1612 N Indiana St	82,955	\$0.57	\$4.00	
SUBTOTAL LT IND.			141,696		\$6.11	\$4.42
5223036003	Manufacturing	4160 Whiteside St	9,895	\$0.37	\$1.14	
5224005020	Manufacturing	4466 Worth St	28,574	\$0.40	\$3.57	
SUBTOTAL MFG			38,469		\$4.71	\$0.92
5223038003	Warehouse	4700 Worth St	16,060	\$0.49	\$0.48	\$0.04
TOTAL STUDY AREA			196,225			\$5.38

LOS ANGELES COUNTY

Ind. Type	Bldg SF	Average Annual Lease Rate by Specific Use (FSG)	Average Weighted Annual Lease Rate Overall (FSG)
Light Industrial	126,635	\$9.95	\$2.01
Manufacturing	154,080	\$8.00	\$1.97
Warehouse	346,175	\$6.55	\$3.62
TOTAL LA COUNTY	626,890		\$7.59

Source: Loopnet Comps (all industrial properties for sale or lease within Los Angeles County), Broker Interviews, For Lease flyers

¹ This property was recently leased out for \$1,800/month, but is now for sale by the broker.

Note: Only included properties within the Central Los Angeles Industrial Submarket, as defined by the Costar Group.

1950) varies depending upon the degree of upgrading required and the level of seismic, structural and other improvements necessary to lease the space, but typically can be in the range of \$25 per square foot of building area, excluding soft costs (design, government fees, financing, etc.), which is half of the shell costs for a new industrial building (\$50 per square foot). After factoring typical indirect and financing costs, rehabilitation could cost approximately \$33 per square foot (see Table 14). Assuming a property owner owned a property that was large enough to accommodate a small manufacturing tenant (25,000 square feet), the rents that are currently achievable in the Project Area would support rehabilitation only if there is no remaining real estate debt on the property and most revenues generated from the lease of the property can be used for rehabilitation costs. On a per square foot basis, the weighted average asking rents in the Project Area (approximately \$0.45 or \$5.40 per square foot per year) would support \$45 per square foot in reinvestment (net operating income of \$4.88/sf/year divided by targeted return on investment of 11 percent; see Table 15). Even the highest asking rate (\$0.57) for a building over 10,000 square feet would support around \$57 per square foot of reinvestment assuming a target of return on investment of eleven percent (11 percent) to attract private investment (see Table 14). Therefore, reinvestment and improvement of a property is possible only if most of the lease rate revenues generated could be used for on-site improvements.

As presented previously in Table 12, sales data for industrial properties in the Project Area were reviewed for the previous 10 years (1994 through 2004). These properties sold for an average of approximately \$39.48 per square foot. These data indicates that while it could be cost effective to acquire existing buildings and use them in their existing condition since owner/users (who are not depending upon lease income for an investment return), may be able to make economic use of the existing building stock, the return to a private owner after investing in upgrading their property will not be sufficient to support such upgrades without lease rates rising to levels at or near those in nearby markets. For example, as shown in Table 13, the acquisition and improvement of a typical industrial property in the Project Area will cost approximately \$70 per square foot and require a lease rate of \$0.70 per square foot per month to be financially feasible. It is not likely that even after substantial rehabilitation of an industrial building that lease rates would reach \$0.70 per square foot, given the fact that such improvements probably could not consist of all the amenities needed to be competitive with contemporary industrial buildings in the region; therefore, for the same lease rate as the Project Area, an individual could rent a newer industrial building in the Industrial Submarket with more amenities.

4. Residential Overcrowding

Residential overcrowding is a significant problem in the Project Area and the surrounding areas. Many of the homes and apartments date from the 1930s and were designed to accommodate singles and small families. The increase in housing costs in the Los Angeles region over the past 15 years has forced many people to “double-up” in units. The following analysis is based upon review of data available from the 2000 US Census information for the census blocks that

TABLE 14
ESTIMATED REHABILITATION COSTS - INDUSTRIAL USE
LACDC - WHITESIDE

Assumptions: Rehab of 1-story building Parking - public lot or street parking FAR: .50

	Acquisition		No Acquisition	
	PSF	% of Direct Costs	PSF	% of Direct Costs
Acquisition	\$39.48			
Direct Costs				
Rehabilitation	\$25.00	95%	\$25.00	95%
Contingency (5% of Direct)	\$1.25	5%	\$1.25	5%
Subtotal	\$26.25	100%	\$26.25	100%
Indirect Costs				
A&E	\$1.25	5%	\$1.25	5%
Taxes/Insurance/Legal/Accounting	\$0.38	2%	\$0.50	2%
Permits and fees	\$0.50	2%	\$0.50	2%
Marketing & Leasing	\$1.00	4%	\$1.00	4%
Developer Admin. Costs	\$0.75	3%	\$0.75	3%
Contingency	\$1.25	5%	\$1.25	5%
Subtotal	\$5.13	21%	\$5.25	21%
Financing Costs				
Const. Loan Fees	1.50%	\$0.50	2%	\$0.50
Const. Loan Interest	8% - 9 mos.	\$0.85	3.4%	\$0.85
Subtotal		\$1.35	5%	\$1.35
Development Costs	\$72.21		\$32.85	
	<i>Rounded</i>	\$70	\$33	

TABLE 15
PRIVATE INVESTMENT SUPPORTED - INDUSTRIAL
LACDC - WHITESIDE

SCENARIO 1 - WEIGHTED AVERAGE ASKING INDUSTRIAL RENT

Annual Rental Income	\$0.45 /mo.	\$5.40 /SF/Yr.
Less Vacancy & Bad Debt	5%	<u>(\$0.27)</u> /SF/Yr.
Annual Effective Rental Income		\$5.13 /SF/Yr.
Annual Expenses		
Non-Reimbursables (Incl. Mgmt. Fee)	3%	(\$0.15) /SF/Yr.
Reserves	\$0.10 /SF/Yr.	<u>(\$0.10)</u> /SF/Yr.
Total Annual Expenses		(\$0.25)
Net Operating Income (NOI)		\$4.88 /SF/Yr.
Targeted Return on Costs (Blended return on debt and equity)		11%

Private Investment Supported	
Per Sq. Ft.	\$44.33

SCENARIO 2 - HIGH AVERAGE ASKING INDUSTRIAL RENT

Annual Rental Income	\$0.57 /mo.	\$6.84 /SF/Yr.
Less Vacancy & Bad Debt	5%	<u>(\$0.34)</u> /SF/Yr.
Annual Effective Rental Income		\$6.50 /SF/Yr.
Annual Expenses		
Non-Reimbursables (Incl. Mgmt. Fee)	3%	(\$0.19) /SF/Yr.
Reserves	\$0.10 /SF/Yr.	<u>(\$0.10)</u> /SF/Yr.
Total Annual Expenses		(\$0.29)
Net Operating Income (NOI)		\$6.20 /SF/Yr.
Targeted Return on Costs (Blended return on debt and equity)		11%

Private Investment Supported	
Per Sq. Ft.	\$56.39

encompass the Project Area and that comprise the City of Los Angeles and the County of Los Angeles. The US Census reports overcrowding according to the basic unit standard used by the US Department of Housing and Urban Development (“HUD”), which is more than one person (1.01+) per room within a unit. A room is defined by HUD as a habitable room within a dwelling unit and can be any room except the hallway, kitchen and the bathroom. More specifically, ideal housing is 1.00 persons per room or less, overcrowded housing is 1.01-1.50 persons per room, and severely overcrowded housing is 1.5+ persons per room. Based upon the 2000 US Census (the latest information available). Table 16 presents living conditions as defined by HUD for the Project Area and for comparison purposes, the City of Los Angeles and County of Los Angeles. The table shows that the number of persons in ideal conditions in the Project Area for the year 2000 was 52 percent compared to the City at 74 percent and the County at 77 percent. Therefore, almost 49 percent of the occupied housing units are considered overcrowded in comparison to only 26 percent for the City and 23 percent for the County. Furthermore, 31 percent of the occupied housing units in 2000 are severely overcrowded compared to 18 and 15 percent for the City and County, respectively.

Overcrowded conditions are directly related to the size of the dwelling unit. As previously discussed, 34 percent of all single-family homes in the Project Area are less than 1,000 square feet, which is an extremely small size for a single-family residential unit.

5. Lack of Commercial Facilities

CRL Section 33031(b)(3) defines lack of necessary commercial facilities that are normally found in neighborhoods, including grocery stores, drug stores and banks and other lending institutions as a blighting condition. For the most part, there is a limited amount of commercial establishments within the Project Area due to the industrial and residential nature of the Project Area. In fact, residents within the Project Area have indicated to County staff that a full service grocery store is desired, if not needed. These residents feel that there are no supermarkets that are close to the Project Area.

To illustrate this point, KMA obtained the addresses of all grocery stores, banks and drug stores in the Project Area by conducting a search through Yahoo yellow pages and Switchboard.com. The locations of these uses were mapped using GIS. As shown on Figure 13, drug stores and banks were located sufficiently within 1-½ miles to the Project Area and therefore are adequately serving the residents within the Project Area. A grocery store typically serves an area located within one to three miles.¹⁹ As shown on Figure 13, using one-mile radius as a standard, there are over 30 small markets located inside and just outside the one-mile radius of the Project Area including three markets within the Project Area. However, most of the stores are considered specialty stores or convenience stores that contain a specific type of goods not normally found in a regular grocery store and therefore lack the variety of goods sold at a major

¹⁹ International Council of Shopping Centers, Industry News, “Supercenters Pose Quandary for Strip Centers”, December 2001, pg. 2.

TABLE 16
NUMBER OF OVERCROWDED HOUSING UNITS
LACDC - Whiteside

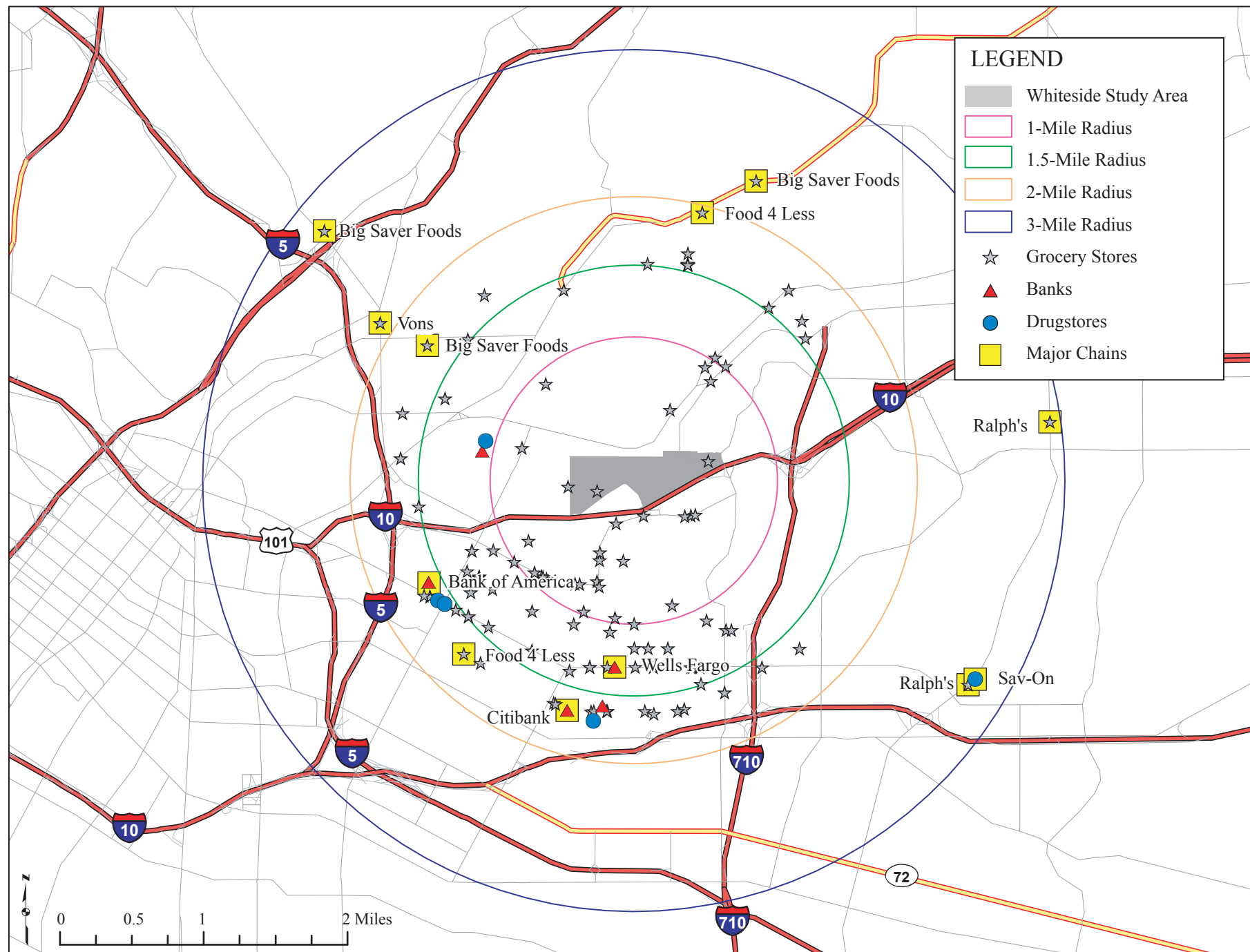
2000

Persons Per Room	Project Area ¹	% of Total	City of Los Angeles	% of Total	County of Los Angeles	% of Total
1.00 or Less (Ideal)	265	52%	949,400	74%	2,413,405	77%
1.01 - 1.50 (Overcrowded)	92	18%	95,602	7%	249,094	8%
1.51 or more (Severely Overcrowded)	157	31%	230,356	18%	471,275	15%
TOTAL	514		1,275,358		3,133,774	

Source: U.S. Census Bureau, Census 2000

¹ Includes census blocks 5307.001 and 5307.002.

FIGURE 13
LOCATION OF COMMERCIAL FACILITIES



chain, such as a Vons or Albertson's. KMA plotted the location of major national grocery store chains that provide all of the necessary goods and services that the small markets in the surrounding area cannot provide. As shown in Figure 13, there are two Food 4 Less stores and a Vons located less than two miles away, while two Ralph's and a Sav-On are located less than three miles away. Therefore, using the one-mile radius as a standard, residents within the Project Area are not conveniently served by major grocery store chains.

6. High Crime Rate

The CRL identifies "a high crime rate that constitutes a serious threat to the public safety and welfare" as a condition of blight. The Project Area is perceived by both the County of Los Angeles Sheriff's Department and the general public as having a crime problem that is a serious threat to public safety and welfare. This perception is due to the overall increase in criminal activity within the Project Area compared to the Sheriff's Department regional reporting district, the East Los Angeles District, which encompasses the Project Area. The County Sheriff's Department reports crimes by districts. The East Los Angeles District, which includes the communities of City Terrace and East Los Angeles and consists of approximately 4,839 acres and has an estimated population of 112,053. The East Los Angeles District is broken down by 17 sub-districts including Reporting District 271, which encompasses all of the area within the Project Area. For the analysis below, Reporting District 271 is referred to as the Project Area since the Project Area boundaries consist of 79 percent of Reporting District 271. The Reporting District 271 has an estimated population of 2,100 people and consists of 216 acres. Figure 14 shows the boundaries of the Project Area in comparison to the East Los Angeles District.

The Sheriff's Department reports crime by district under eight main categories, which are Part I crimes. Part I crimes consist of homicide, rape, robbery, aggravated assault, burglary, grand theft auto, larceny and arson. Table 17 presents the number of Part I crimes reported for the past five years (2000-2004) for the Project Area and for East Los Angeles District. The overall criminal activity has increased in the Project Area and has decreased in the East Los Angeles District from 2000 to 2004. In 2000, a total of 86 crimes were reported within the Project Area and in 2004, 97 crimes were reported, which is an increase in criminal activity of 13 percent. In comparison, the East Los Angeles District had a total of 5,076 criminal incidences in 2000 and 4,451 criminal incidences in 2004, which is an overall decrease of twelve (12) percent during that time period. As shown in Table 17, aside from the one homicide that occurred in 2003 compared to zero homicides in 2000, the most significant increase in the type of crime within the Project Area was grand theft auto, which increased by 46 percent from 2000 to 2004.

TABLE 17
PART I CRIMES - STUDY AREA AND REPORTING DISTRICT
LACDC - WHITESIDE

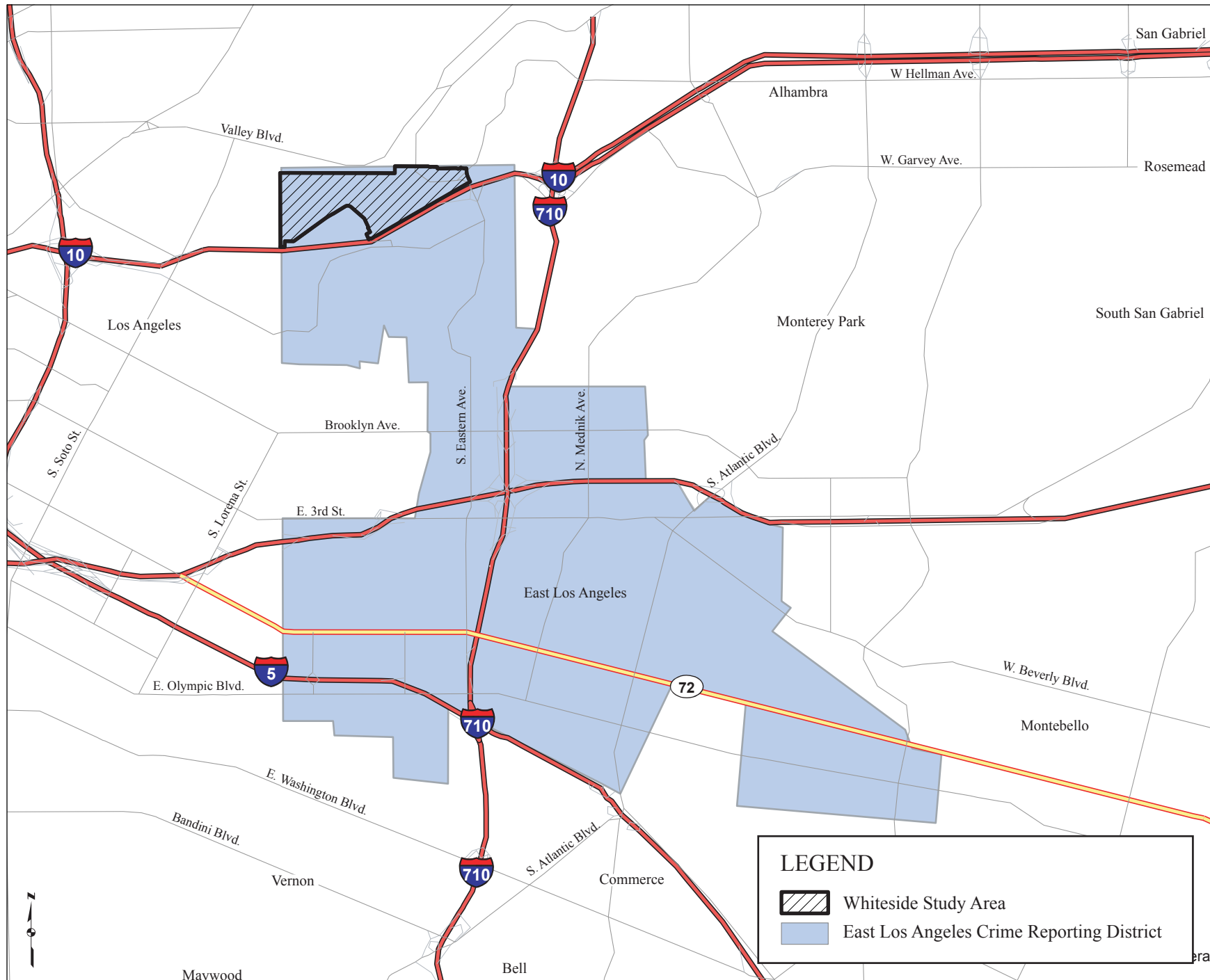
	2000		2001		2000-2001 (% Change)		2002		2001-2002 (% Change)		2003		2004		2003-2004 (% Change)		2000-2004 (% Change)	
	RD 271 ¹	East LA ²	RD 271	East LA	RD 271	East LA	RD 271	East LA	RD 271	East LA	RD 271	East LA	RD 271	East LA	RD 271	East LA	RD 271	East LA
Homicide	0	25	0	9	0%	-64%	1	31	100%	244%	1	15	1	18	0%	20%	100%	-28%
Robbery	6	408	6	419	0%	3%	4	449	-33%	7%	9	376	8	325	-11%	-14%	33%	-20%
Rape	1	33	0	38	-100%	15%	0	51	0%	34%	0	33	0	41	0%	24%	-100%	24%
Aggravated Assault	13	1,104	13	1,023	0%	-7%	21	1,094	62%	7%	9	747	9	687	0%	-8%	-31%	-38%
Burglary	17	687	21	665	24%	-3%	15	639	-29%	-4%	17	531	17	491	0%	-8%	0%	-29%
Grand Theft Auto	26	1,134	22	1,142	-15%	1%	26	1,401	18%	23%	51	1,534	38	1,462	-25%	-5%	46%	29%
Larceny	22	1,611	12	1,417	-45%	-12%	17	1,489	42%	5%	22	1,432	16	1,362	-27%	-5%	-27%	-15%
Arson	1	74	7	54	600%	-27%	19	83	171%	54%	6	64	8	65	33%	2%	700%	-12%
Total	86	5,076	81	4,767	-6%	-6%	103	5,237	27%	10%	115	4,732	97	4,451	-16%	-6%	13%	-12%

Source: Los Angeles County Sheriff, East Los Angeles Station

¹ Reporting District 271 encompasses the Project Area.

² The East Los Angeles District encompasses the Project Area, and extends south to the City of Commerce.

FIGURE 14
BOUNDARIES OF THE EAST LOS ANGELES CRIME REPORTING DISTRICT



The Reporting District 271's population represents less than two (1.9) percent of the East Los Angeles District's population, yet, the criminal activity within this District represents approximately 2.2 percent of the criminal activity in the East Los Angeles District as a whole. This indicates that criminal activity within the Project Area is occurring at a rate that is disproportionate with its population. Furthermore, based upon criminal activity between 2000 and 2004, the Project Area has a high crime rate when compared to the East Los Angeles District for crime incidences per 1,000 people. As shown in Table 18, in 2000, the Project Area had a crime rate of 40.95 crimes per 1,000 people, which was actually 10 percent lower than the East Los Angeles District rate of 45.30 crimes per 1,000 people. However, in 2004, the amount of criminal incidences within the Project Area increased to 46.19 crimes per 1,000 while the East Los Angeles District decreased in crimes per 1,000 people to 39.72 (see Table 18). Therefore, the Project Area has a total number of crimes per 1,000 people that is 16 percent higher than the East Los Angeles District in 2004.

Finally, based upon the information in Table 18, when comparing the Project Area and the East Los Angeles District by type of crime, the numbers indicate that violent crimes against people, which include homicide, rape, robbery and aggravated assault, have been decreasing in the Project Area at a slower rate than the East Los Angeles District. For instance, violent crimes within the East Los Angeles District have decreased by 32 percent from 2000 to 2004 while the violent crimes occurring in the Project Area has only decreased by ten (10) percent during the same time period. Also, the remaining Part I crimes consisting of burglary, grand theft auto, larceny and arson has increased by 20 percent in the Project Area from 2000 to 2003 while the East Los Angeles District has seen an overall decrease of four (4) percent.

G. INFRASTRUCTURE DEFICIENCIES

The Project Area was developed in the 1920's and the infrastructure dates from this period. There is no available information on the specific drainage, sewer and water systems in this area. Given the age of the area and the condition of the visible infrastructure (roads, curbs, sidewalks, etc.), it is anticipated that infrastructure reconstruction is needed throughout the Project Area. The County Public Works Department conducted a field inspection of the Project Area to document infrastructure deficiencies and identified extensive road, curb, gutter and sidewalk deficiencies ranging from a complete lack of curbs, gutters and sidewalks improvements to substantially deteriorated improvements that exceed what would be addressed through County maintenance programs. Many of these same infrastructure deficiencies were documented during the field survey (field survey) conducted by Consilium Associates of the Project Area in May 2004. Figure 15 shows the location of the curb, gutter, and sidewalk deficiencies identified by Public Works based upon a field survey conducted in summer of 2005. Figure 16 shows the location of infrastructure deficiencies noted during the field survey.

TABLE 18
PART I CRIMES PER 1,000 PERSONS
LACDC - WHITESIDE

	2000		2001		2002		2003		2004	
	RD 271 ¹	East LA ²	RD 271	East LA	RD 271	East LA	RD 271	East LA	RD 271	East LA
Homicide	-	0.22	-	0.08	0.48	0.28	0.48	0.13	0.48	0.16
Robbery	2.86	3.64	2.86	3.74	1.90	4.01	4.29	3.36	3.81	2.90
Rape	0.48	0.29	-	0.34	0.00	0.46	0.00	0.29	0.00	0.37
Aggravated Assault	6.19	9.85	6.19	9.13	10.00	9.76	4.29	6.67	4.29	6.13
Burglary	8.10	6.13	10.00	5.93	7.14	5.70	8.10	4.74	8.10	4.38
Grand Theft Auto	12.38	10.12	10.48	10.19	12.38	12.50	24.29	13.69	18.10	13.05
Larceny	10.48	14.38	5.71	12.65	8.10	13.29	10.48	12.78	7.62	12.15
Arson	0.48	0.66	3.33	0.48	9.05	0.74	2.86	0.57	3.81	0.58
Total	40.95	45.30	38.57	42.54	49.05	46.74	54.76	42.23	46.19	39.72

Source: Los Angeles County Sheriff, East Los Angeles Station

¹ Reporting District 271 encompasses the Project Area.

² The East Los Angeles District encompasses the Project Area, and extends south to the City of Commerce.

Note: Census block boundaries were overlayed over the East LA district boundary in order to determine the 2000 population. The East LA District has a population of approximately 112,053 persons, and Reporting District 271 has an approximate population of 2,100 persons.

FIGURE 15
LOCATION OF CURB, GUTTER AND SIDEWALK DEFICIENCIES IDENTIFIED BY PUBLIC WORKS, 2005

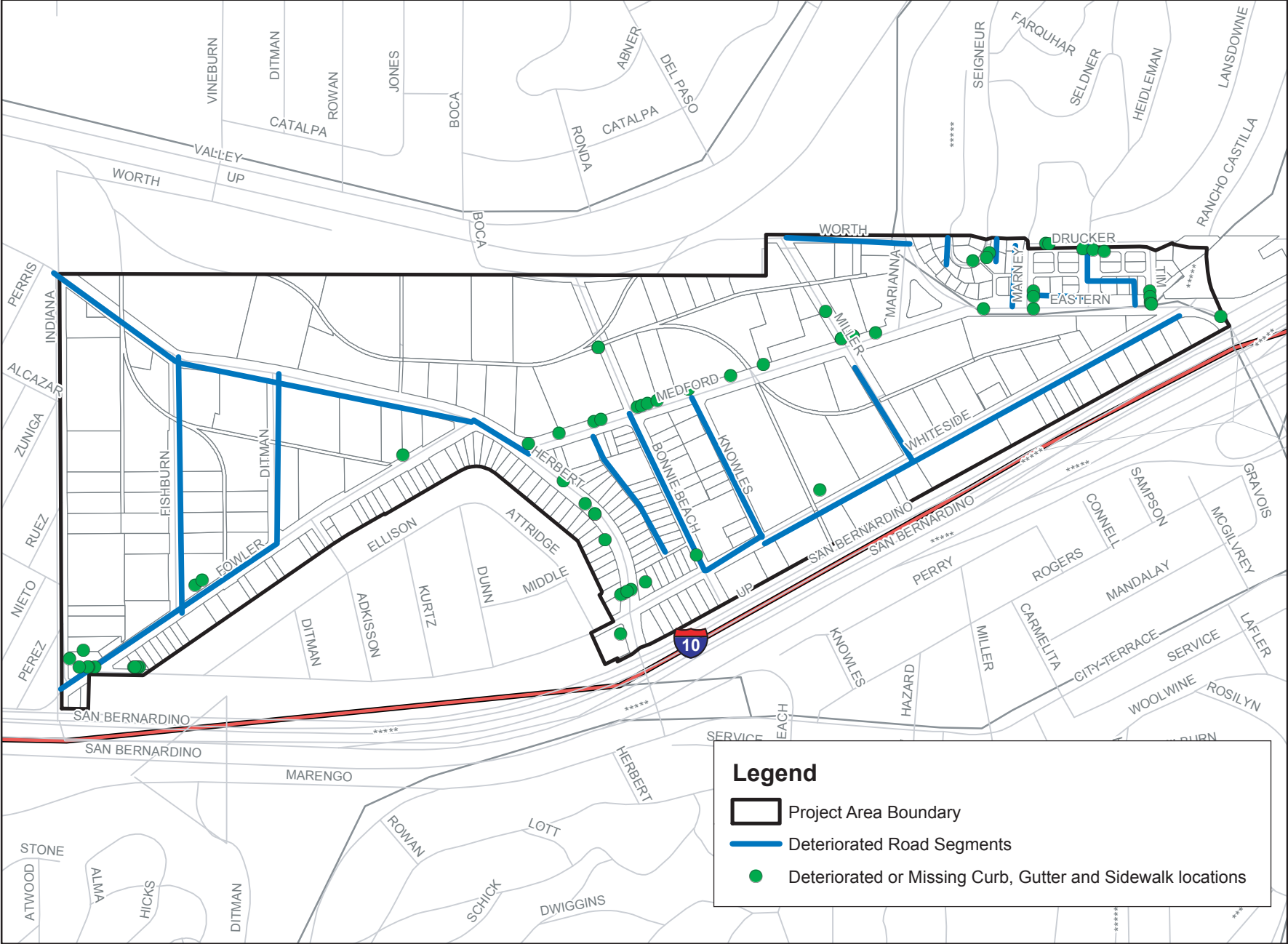
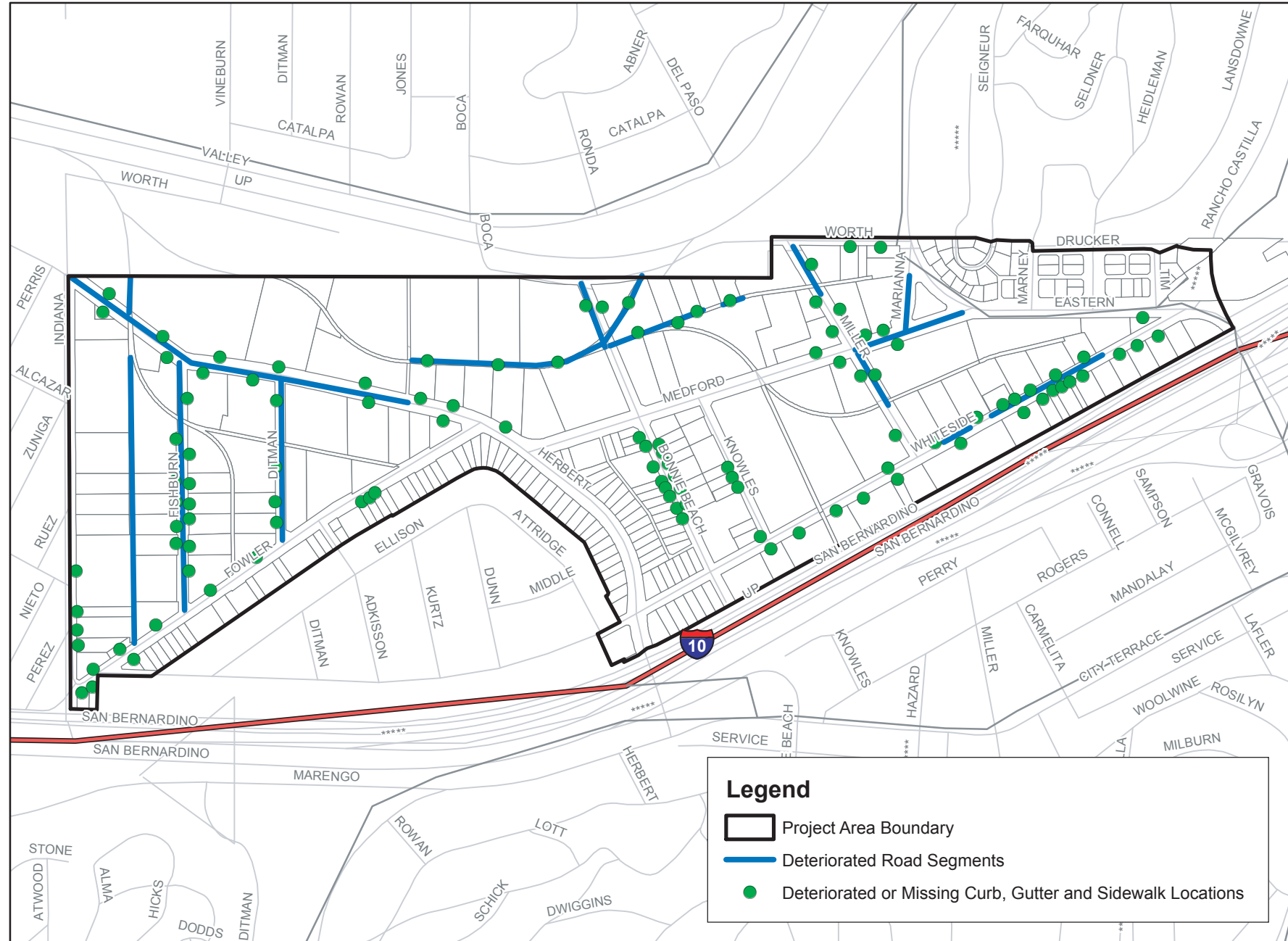


FIGURE 16
LOCATION OF CURB, GUTTER AND SIDEWALK DEFICIENCIES IDENTIFIED BY FIELD SURVEY, 2004



Photographs of the infrastructure deficiencies taken during the 2004 field survey are provided in Appendix B. Figure 17 overlays the County's identified deficiencies and the location noted during the field survey of building conditions. As shown in Figure 17 many of the same deficiencies were identified during both the field survey and the documentation provided by County Public Works. Some of the differences in conditions identified by public works and those documented during the field survey are attributed to what is considered a street deficiency and what is identified as a curb and gutter deficiency. Also, the field survey identified railroad right-of-way that is being used as vehicle access as streets, while public works did not.

As would be expected given County budget constraints, the area receives basic improvements such as road slurry seal. This does not address adequate road with or even the potential need for reconstruction. Even the basic slurry seal improvements are subject to funding shortages. According to Public Works there are plans to slurry seal all of the local roads and alleys in the area with a few exceptions. However, this work has been deferred until Fiscal Year 2008-09 or later due to a budget shortfall.

The County Public Works assessment does not consider future needs. Public Works anticipates that development will fund future public improvements or at least a portion of the public improvements. For example, it was noted by Public Works that lighting levels in the Project Area are generally adequate, and if widespread new development is proposed then Public Works recommends that the developers be required to install streetlights with underground wiring. Therefore, large-scale improvements over the 30-year life of the redevelopment plan is not contemplated by Public Works nor are the extensive infrastructure improvements that would be required to develop a biomedical technology center. As a result, the projects, programs and costs reflected in this Preliminary Report anticipate significant infrastructure improvements to assist the private sector develop a biomedical technology center.

H. SUMMARY OF SIGNIFICANT BLIGHTING CONDITIONS

For the duration of the Redevelopment Plan, the Commission's focus will be on implementing the goals and objectives described in Section II of this Report to eliminate blighting conditions and facilitate the redevelopment and revitalization of the Project Area. The goals and objectives of the Redevelopment Plan can be achieved through the implementation of the programs described in Section IV of this Report. As described in detail in the prior sections, the significant blighting conditions by type within the Project Area are shown on Figure 18 and summarized in Table 19. In all, 264 of the 294 parcels (90 percent) within the Project Area contain at least one physical or one economic blighting condition.

1. Lack of Proper Utilization

The physical conditions within the Project Area combined with the economic conditions, cause a reduction of and lack of proper utilization of the area. One of the primary economic indicators of

FIGURE 17
COMPOSITE OF INFRASTRUCTURE DEFICIENCIES,
FIELD SURVEY, 2004 AND PUBLIC WORKS, 2005

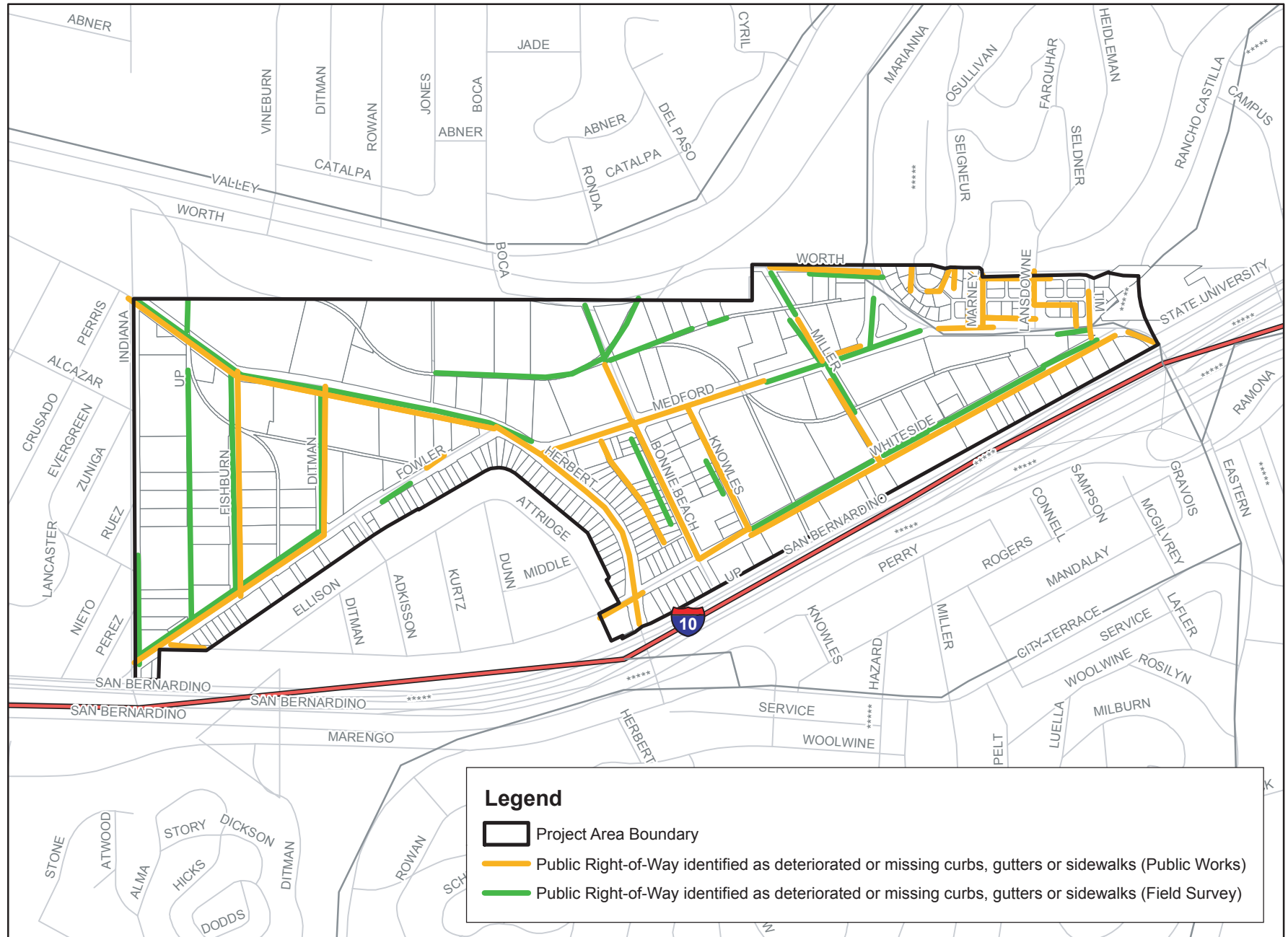


FIGURE 18
Composite Map of Significant Blighting Conditions

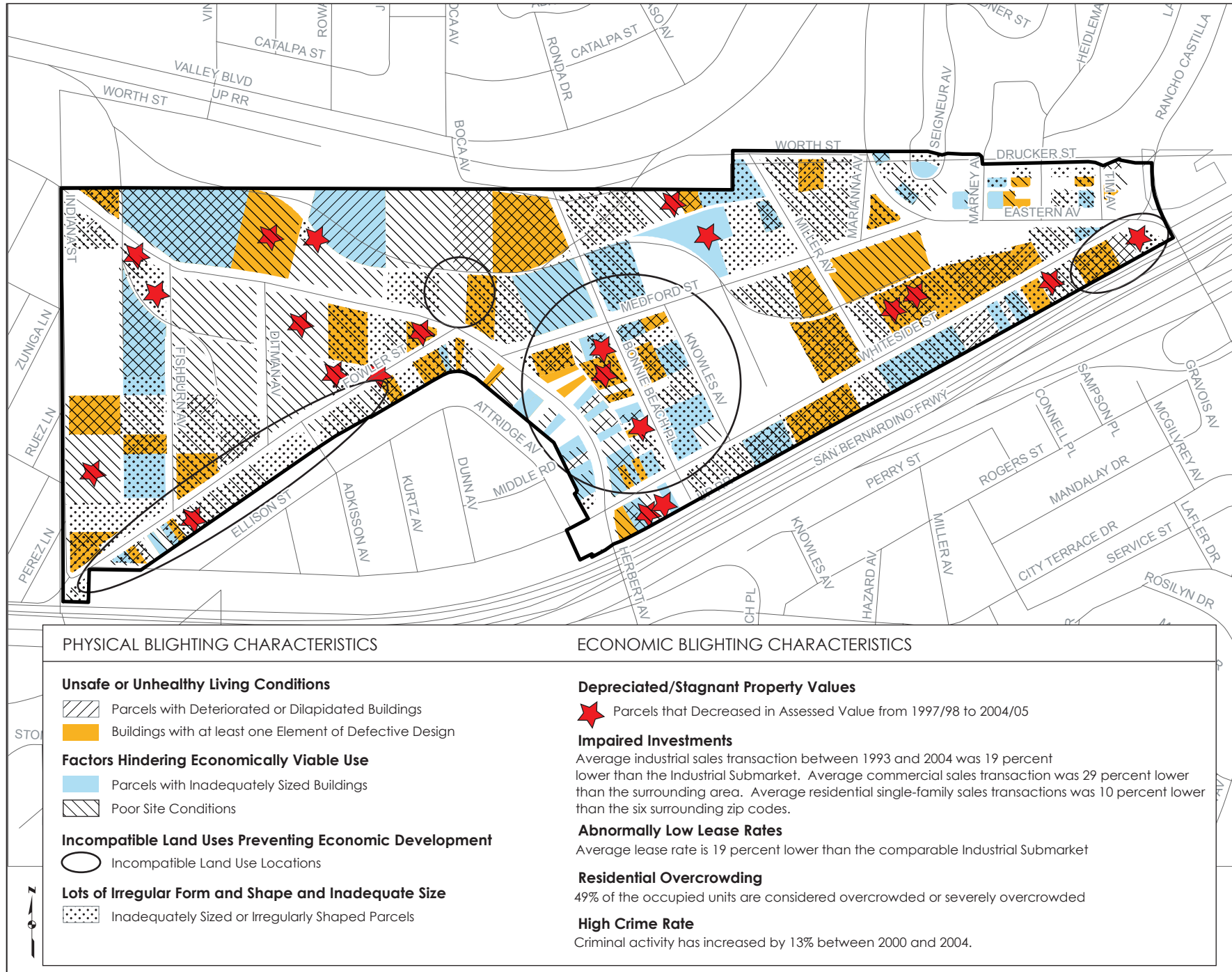


TABLE 19

SUMMARY OF SIGNIFICANT REMAINING BLIGHTING CONDITIONS – PROJECT AREA
LACDC – WHITESIDE

DEFINITION OF BLIGHT	BLIGHTING CONDITIONS IN PROJECT AREA
PHYSICAL BLIGHTING CHARACTERISTICS	
Buildings in which it is unsafe or unhealthy for persons to live or work. These conditions can be caused by serious building code violations, dilapidation and deterioration, defective design or physical construction, faulty or inadequate utilities, or similar factors can cause these conditions.	Based upon the field survey, approximately 86 buildings or 29 percent of all structures in the Project Area were rated as either deteriorated or dilapidated with at least one major building element showing signs of advanced deterioration. These conditions can compromise the integrity of the structure, resulting in unsafe or unhealthy conditions to live or work. Major rehabilitation typically represents 25 percent of the property value; therefore, for the substantial rehabilitation of these 86 structures would result in a cost of \$5.3 million. Similarly, these conditions impact the property sales for industrial and commercial uses, which compared to surrounding areas, are 19 and 29 percent lower in the Project Area, respectively.
Factors that prevent or substantially hinder the economically viable use or capacity of buildings or lots. This condition can be caused by substandard design, inadequate building size given present standards and market conditions, lack of parking, or other similar factors.	Three characteristics of substandard design impact the Project Area, age/obsolescence, buildings of inadequate size, and parking deficiencies. In total, 55 percent of the buildings are 55 years or older and are nearing the end of their useful life. Only eight percent of the buildings were built in the past 35 years. Approximately 80 percent of the industrial buildings are less than 25,000 square feet, which is the minimum contemporary size for an industrial manufacturing building. Approximately 29 percent of the commercial buildings are less than 2,000 square feet, which is the minimum contemporary size for a commercial building, such as a fast food restaurant. In all, 27 percent of the parcels contain a parking deficiency, primarily an insufficient number of parking spaces. The age of the buildings combined with size and other factors, such as site and parking deficiencies, reduces their viability evidenced by a 19 percent lower value for industrial sales and 29 percent lower asking lease rates than the Industrial Submarket. In addition, commercial property sales transactions are 29 percent lower in the Project Area than the surrounding area and 79 percent of the commercial properties have either decreased or remained stagnant in terms of assessed values since 1997-98.
Adjacent or nearby uses that are incompatible with each other and which prevent the economic development of those parcels or other portions of the project area.	Incompatible uses in the Project Area include industrial uses and commercial uses located adjacent to residential uses. The industrial and commercial uses have impacted the value of the residential uses. In all, 32 residential are impacted and have an average assessed value of \$55.81 per square foot. The average assessed value of the 320 residential parcels located just outside the Project Area is \$80.37, which is 44 percent higher than the 32 residential parcels that are impacted by adjacent industrial and commercial uses.
The existence of subdivided lots of irregular form and shape and inadequate size for proper usefulness and development that are in multiple ownership.	Small lots of irregular shape and inadequate size contribute to the lack of development and reinvestment in the area. The median size of an industrial parcel in the Project Area is 55 percent smaller than in the Industrial Submarket area. Approximately 80 percent of the industrial buildings are less than 25,000 square feet, which is the minimum contemporary size for an industrial manufacturing building. Approximately 88 percent of the commercial parcels are less than 30,000 square feet, which is the minimum contemporary size for a commercial parcel, such as a fast food restaurant. Approximately 96 percent of the single-family residential parcels are less than 5,000 square feet, which is the minimum size for a single-family residential parcel. The size and shape of a parcel impacts the ability to provide adequate-sized buildings and sufficient parking. These parcels by definition are of irregular shape, in that the dimensions of the parcels are inadequate to accommodate contemporary uses. These small and irregular parcels in multiple-ownership are difficult to develop. The impact of the irregular form and shape and inadequate size is demonstrated by the lack of new development in the Project Area and the size of parcels being developed in the industrial subarea. Since 1970, only 27 parcels or 9 percent have been developed in the Project Area

TABLE 19 - CONTINUED

DEFINITION OF BLIGHT	BLIGHTING CONDITIONS IN FOCUS AREA
ECONOMIC BLIGHTING CHARACTERISTICS	
Depreciated or stagnant property values or impaired investments, including but not necessarily limited to, those properties containing hazardous wastes that require the use of agency authority.	In the Project Area there are both conditions of depreciated or stagnant property values and impaired investments. Since 1997-98, the Project Area has had an average yearly growth in assessed valuation of 4.5 percent compared to 7.6 percent for the County as a whole. Of the 270 assessed parcels within the Project Area, 21 parcels (eight percent) have decreased in value since 1997-98 and 190 parcels (70 percent) have remained stagnant with less than two percent annual growth. In comparison to communities with similar land use profiles, the cities of Commerce, Vernon, Irwindale and Santa Fe Springs have average assessed values that are between two and ten times higher than the Project Area. Impaired investments in the Project Area are evidenced by the low industrial, commercial and residential sales compared to surrounding areas. The average industrial sales transaction between 1993-2004 in the Project Area is 19 percent lower per square foot of building space than the Industrial Submarket. The average commercial sales transaction between 1993-2004 in the Project Area is 29 percent lower per square foot of building space than the surrounding area. The average residential single-family sales transaction between 1999-2005 in the Project Area is 10 percent lower per square foot of building space than the six surrounding zip codes.
Abnormally high business vacancies, abnormally low lease rates, high turnover rates, abandoned buildings, or excessive vacant lots within an area developed for urban use and served by utilities.	Abnormally low lease rates for industrial properties impact the Project Area. The average lease rate for industrial space in the Project Area is \$0.45 per square foot compared \$0.63 in the Industrial Submarket. Therefore, the Project Area had an average lease rate that was 19 percent lower than the Industrial Submarket. This substantial difference in lease rates would be considered abnormally low. The low lease rates are insufficient to support substantial reinvestment of industrial properties unless the balance of the mortgage is paid-off and lease rate revenues are used primarily for on-site improvements.
A lack of necessary commercial facilities that are normally found in neighborhoods, including grocery stores, drug stores, and banks and other lending institutions.	A grocery store typically serves an area located within one to three miles. Although there are approximately 30 small markets located within one mile of the Project Area, these markets are considered specialty or convenience stores that do not sell the type of goods found in a regular grocery store, such as a Vons or Albertson's. The nearest national chain grocery store to the Project Area consists of two Food 4 Less grocery stores approximately two miles away. The Project Area lacks a full service grocery store that is within a convenient distance to residences in the Project Area.
Residential overcrowding or an excess of bars, liquor stores, or businesses that cater exclusively to adults, that has led to problems of public safety and welfare.	The residential uses within the Project Area are located in an area that contains overcrowded conditions. Based upon 2000 Census information, 49 percent of the occupied units within the census tract encompassing the project area was considered overcrowded or severely overcrowded. In comparison, only 26 and 23 percent of the residential units in the City of Los Angeles and the County were either overcrowded or severely overcrowded, respectively. Overcrowding is directly related to the size of the dwelling unit, of which, 34 percent of the single-family units in the Project Area, which make up the majority of residential units, are less than 1,000 square feet, which are small by any measure.
A high crime rate that constitutes a serious threat to the public safety and welfare.	Between 2000-2004, criminal activity in the Sheriff's reporting sub-district that contains the Project Area has increased by 13 percent while crime as a whole has decreased within the East Los Angeles District has decreased by 12 percent. Violent crime has decreased by 32 percent in the East Los Angeles District compared to only ten percent for the sub-district that contains the Project Area. These violent crimes are a serious threat to public safety and welfare.
INFRASTRUCTURE DEFICIENCIES	The infrastructure deficiencies that exist within the Project Area primarily consist of circulation deficiencies, street deterioration, lack of signalization, and drainage deficiencies. The estimated cost of the infrastructure improvements are identified in Section V of this Report.

lack of proper utilization is the lack of new development and reinvestments. Of the 292 buildings in the Project Area only 25 buildings or eight percent have been developed or substantially rehabilitated in the past 30 years. In addition, there are 29 vacant parcels totaling 4.9 acres and 83 parcels have buildings that cover less than 25 percent of the parcel indicating underutilization or a lack of proper utilization.

Smaller parcels and buildings restrict the type of business that can be accommodated in the Project Area. Using industrial land uses within the Project Area as an example, approximately 80 percent of the industrial buildings within the Project Area are less than 25,000 square feet, which is the minimal contemporary size for an industrial manufacturing building. The average lot size in the Project Area for industrial uses is 31,624 square feet compared to a lot size average of 71,003 square feet for industrial parcels within the Industrial Submarket. These conditions restrict the effective use of the land. This is reflected in the impact the sale prices of industrial properties, which are 19 percent lower per square foot than the Industrial Submarket, and the lease rates that are 29 percent lower than the Industrial Submarket.

2. Burden on the Community

Between 1998 and 2005, the Project Area has experienced growth in total assessed valuation of 4.5 percent, which is significantly less than the 7.6 percent annual growth for the County as a whole. Changes in assessed values not only indicate the direction and stability of the economy within a particular area, but also provide implications for County revenue generation. The lower the assessed values, the lower the amounts of property tax revenues to be distributed to the County and other governmental taxing agencies. Meanwhile, County services for the Project Area will continue to be required.

Locally generated revenue (including property tax and retail sales tax revenues) to the County accounts for 23 percent of the County's Budget in FY 2005-06. In contrast, in FY 2001-02, locally generated revenue accounted for approximately 13 percent of the County's total revenue. Although this increase in percentage of locally generated revenues as a portion of the County's total revenues can be partially attributed to an increase in overall property values since 2001, the increase is also a direct result of a decrease in State and Federal assistance. State and Federal assistance has decreased from \$9.6 billion in 2001-02 to \$7.8 billion in 2005-06, which is a decrease of 19 percent in outside funding for the County's budget. The decrease in State and Federal funding affects the amount of available funds to be used for County-related programs and infrastructure projects. As previously discussed, the Project Area requires a number of public improvements that are necessary for not only the economic viability of the area, but include safely improvements such as circulation and traffic signalization (estimated Commission funding of \$2.8 million) and pavement reconstruction of Project Area roadways (estimated Commission funding of \$5.7 million). According to the County's 2005-06 Budget, approximately \$710 million was appropriated for capital projects that address high priority health, public safety, recreation and infrastructure needs. Of this total, only \$34.9 million (five percent) is appropriated for infrastructure improvements to County roads, aviation, and septic systems and the remediation of contaminated sites, of which, none of the funds are earmarked

for the Project Area. Based upon this information, there are limited resources available to address the needed capital improvements within the Project Area particularly for an area that, in generating a disproportionately small amount of revenues while needing a disproportionately large amount of revenues to subsidize infrastructure improvements.

The lack of available funding at the County level has hindered the County's ability to make necessary public improvements within the Project Area. However, through implementation of the projects and programs described in Section IV, the Plan will provide the necessary improvements and increase the County's property tax base. Furthermore, the Plan will facilitate the development of new housing units.

3. Inability of Private and Public Action without Redevelopment

As previously mentioned, new development in the Project Area has been limited to eight percent of the buildings over the past 30 years. The age, type and condition of the buildings within the Project Area have made it infeasible for property owners to reinvest in their property. As an example, most of the industrial buildings would require significant improvements to meet contemporary standards for ceiling height, dock high loading, and fire sprinkler systems. However, current rent levels support reinvestment of existing property only if the balance of the mortgages are paid off and lease rate revenues are used primarily for on-site improvements. Based upon the pro forma analysis included in this Report, the average cost for the rehabilitation of an industrial building in the Project Area is \$33 per square foot. The current average rent in the Project Area could generate approximately \$45 per square foot in revenues. Thus, if a typical industrial building was rehabilitated, only \$12 per square foot or 27 percent of the rent revenues could be allocated to paying off the existing mortgage. Furthermore, the acquisition and rehabilitation of an industrial building would cost approximately \$70 per square foot and require a lease rate of \$0.70 per month to be financially feasible, which is unlikely considering that the Project Area, in its present state, does not provide the necessary infrastructure and amenities to achieve average lease rates of \$0.70 per month. It is unlikely that such a scenario could take place without public sector assistance.

The existing infrastructure in the Project Area is deficient and in need of upgrading. As discussed earlier in this Report, this includes street reconstruction, the installation of curbs, gutters, and sidewalks. As previously stated, the County does not have adequate funding to assist in the redevelopment of the Project Area and to place the entire infrastructure costs upon the individual property owners would not be feasible or realistic. Without Commission assistance, the current uses and development trends in the Project Area, or lack thereof, will likely continue. This means that the Project Area will be dominated by small marginal industrial uses. These uses will continue to generate low property taxes and pay lower lease rates. As a result, there will continue to be a lack of incentive to develop in the Project Area.

IV. DESCRIPTION OF THE SPECIFIC PROJECTS AND PROGRAMS PROPOSED BY THE COMMISSION AND HOW THE PROJECTS AND PROGRAMS WILL IMPROVE OR ALLEVIATE THE CONDITIONS DESCRIBED IN PART III

The CRL requires that a Preliminary Report include a description of the specific projects and programs to be undertaken by the Commission and how such projects and programs will alleviate blight in the Project Area. This section describes the Commission's proposed program of redevelopment and, when applicable, its relationship to blight alleviation in the Project Area. Existing blighting conditions within the Project area include the following: structural deterioration, defective design/physical construction, inadequate building size, parking deficiencies, site deficiencies, incompatible land uses, parcels that are irregular shape or form and inadequate size, decreasing or stagnant assessed values, low property sales, low lease rates, residential overcrowding, inadequate commercial services and a high crime rate. Also included are infrastructure improvement programs to provide the infrastructure to attract private sector investment and to facilitate the development of the biomedical industry.

A. REDEVELOPMENT PROGRAMS

The proposed redevelopment projects in the proposed Project Area include the following: 1) Land Assembly and Relocation Program; 2) Public/Private Development Program; 3) Targeted Business Recruitment Program; 4) Brownfields Program; 5) Infrastructure Improvements Program; 6) Streetscape and Gateway Improvements Program; 7) Traffic Circulation, Transit and Parking Improvement Projects; 8) Community Centers, Parks and Open Space Projects; 9) Housing Program; and 10) Community Business Revitalization Program. The projects and programs are designed to address the existing blighting conditions and provide infrastructure for future development within the proposed Project Area.

1. Land Assembly and Relocation Program

The purpose of this program is to assemble small, underutilized and/or poorly configured parcels of property into sites suitable for new development, and to thereafter sell and/or lease property for private development. The Commission's efforts in assembling land would be applied in selective cases. The Commission may assist in the selective assembly of land through voluntary purchase, negotiated purchase, or eminent domain.²⁰

By expanding existing buildings the Commission will help to reduce the number of inadequate sized buildings, which will in turn accommodate a wider variety of contemporary commercial and industrial uses, with a specific emphasis on low-rise office space. By assembling small parcels the Commission will reduce the number of inadequate sized parcels in multiple ownership and

²⁰ Only applies to non-conforming residential uses within the Project Area as designated in the County's General Plan.

provide adequate space to develop contemporary facilities or expand existing buildings to accommodate a wider variety of uses.

Land assembly would likely take place in response to property owner, developer or Commission initiated efforts to assemble property needed for the expansion of existing uses or for the creation of sites capable of development for new uses. The Commission may also choose to participate in the acquisition of property for infrastructure or public facilities purposes, which would primarily benefit the Project Area. The program may also include site preparation activities such as demolition and clearance, and assistance for environmental remediation.

The Commission will provide relocation assistance as required by California State Housing and Community Development Regulations and Commission Guidelines. This will ensure that uniform, fair, and equitable treatment is afforded to displaced businesses and residents as a result of the Commission's land assembly and relocation program. Specific details will be provided in the actual Relocation Plan adopted by the Board of Supervisors.

Relocation assistance may include the relocation of businesses or public/semi-public maintenance yards from outside the proposed Project Area into the proposed Project Area.

2. Public/Private Development Program

Public/private coordination occurs when the Commission participates in significant private development projects. Through an Owner Participation Agreement or Disposition and Development Agreement, the Commission may grant or loan money to assist new industrial/commercial development or expansion of existing development facilities. This program may fund construction, landscaping, parking lot improvements and County's Public Work's development requirements (e.g. fire hydrants or traffic mitigation projects, etc.). The implementation of this program will improve the overall quality and aesthetics of the Project Area by improving existing buildings or by developing new contemporary facilities, which will alleviate related blighting conditions such as structural deterioration, defective design/faulty construction, inadequate parking and inadequate building size while increasing the overall value of the property.

3. Targeted Business Recruitment

This program would create incentives for recruitment of specific types of businesses that which would provide goods and services that are desired by the local community.

In addition, the Commission would like to attract businesses that will create well paying jobs in industries with strong future growth potential. The Commission specifically intends to work towards establishment of businesses engaged in biomedical research and production.

4. Brownfields

By utilizing the provisions of the California Polanco Act and federal Brownfields legislation, the Commission will be able to work with private developers and land owners to identify, investigate, remediate, and possibly acquire environmentally contaminated properties without incurring liability under state and local laws that might accompany such actions. This will allow properties that are currently vacant and contaminated to be redeveloped.

5. Infrastructure Improvements Program

Infrastructure improvements cover a variety of public works projects ranging from correcting utilities, traffic capacity projects and new streets, undergrounding overhead transmission lines, storm drainage and sanitary sewers, bridges and under or overcrossings, flood control improvements, creek stabilization and enhancements, freeway noise walls, and many other assorted capital projects.

Improving the infrastructure will help to attract development to the area by eliminating costs that might otherwise be born by the private sector. This should help to increase building activity and improve property values.

6. Streetscape and Gateway Improvements Program

The streetscape program includes constructing new curbs, gutters and sidewalks where they do not exist or where broken curbs, gutters and sidewalks require replacement; installing street trees and shrubs; constructing both decorative and handicapped accessible crosswalks; constructing new medians with landscaping; adding visual and safety improvements to existing medians; installing street furniture, such as trash receptacles and newspaper racks; and improving area lighting by increasing the number of luminaries, increasing the wattage of individual streetlights or adding pedestrian streetlights.

Like streetscapes, gateways into an area are desirable for announcing a transition from one area to another. Gateways can be accomplished through banners, entry features, public art, architecture or a variety of other ways. These improvements will improve the desirability of the neighborhoods and encourage development and rehabilitation.

7. Traffic Circulation, Transit and Parking Improvement Projects

The Commission will work with the County Department of Public Works to improve traffic circulation in the area to better accommodate new and existing development including traffic signal controls, signals and transportation management strategies. Transit improvements include such things as bus shelters and bus stops, park and ride lots, bicycle facilities, and transit center and corridor improvements. Parking improvements include providing additional parking lots/garages for businesses and improving parking along public rights-of-way.

8. Community Centers, Park and Open Space Projects

Community-based projects focus on the need for new or improved community facilities such as parks, community centers, libraries, community gardens, open space and cultural facilities. Projects are anticipated for development using Commission and/or other funds from the County, State and Federal governments. These projects are intended to encourage further investment in their respective neighborhoods and make them more desirable places to visit and live.

9. Housing Program

As required by State law, 20 percent of the gross tax increment funds received by the Commission must be deposited into a fund that assists in the preservation and production of affordable housing. The Commission would use these funds for residential rehabilitation grants and to financially assist new housing construction designated for low- and moderate-income persons.

By increasing investment in neighborhoods there will be an added benefit of assisting the rehabilitation of deteriorated buildings and alleviate the existence of substandard structures. Also, by providing additional recreation facilities certain crimes related to gang activity should be reduced.

10. Community Business Revitalization Program

The Community Business Revitalization Program (CBR) provides grants with a cash match to businesses for the purposes of storefront improvements and façade treatments. This program provides assistance to businesses in Redevelopment Project Areas to encourage restoring, modernizing and improving the facades of commercial structures to enhance the attractiveness and visibility of the area. Typical improvements would include paint, signage, windows, doors, awnings, stucco, roof, lighting, and security grills.

By eliminating physical deterioration and improving the substandard (obsolete) appearance of the commercial/industrial buildings and surrounding sites, more patrons will be attracted which will improve declining retail sales. The increased business activity should slow the rate of business closures and attract new businesses to the Project Area. Also, by improving the buildings property values should increase.

V. PROPOSED METHOD OF FINANCING THE REDEVELOPMENT PLAN, ECONOMIC FEASIBILITY, AND REASONS FOR INCLUDING TAX INCREMENT FINANCING

Section 33352(e) of the CRL provides that the Preliminary Report for the adoption of the Project contain a preliminary assessment of the proposed method of financing the Project, including an assessment of economic feasibility and the reasons for including a provision for the division of taxes pursuant to Section 33670.

Economic feasibility, for purposes of this analysis, is defined to be a comparative analysis of anticipated costs for implementation of the proposed Plan to the resulting revenues projected for the Project. Under existing redevelopment law, the effectiveness of the Plan is limited to 30 years (except for payment of indebtedness and the enforcement of covenants) and the collection of tax increment to repay indebtedness may occur for an additional 15 years thereafter.

This analysis is intended to provide a preliminary assessment of the proposed method of financing the redevelopment of the Project as authorized under existing law. This Report is also intended to provide an assessment of the economic feasibility of the Project and reasons for including tax increment financing and other financing sources in the proposed Plan.

This section contains a general discussion of the costs associated with the proposed redevelopment program of activities, and an evaluation of the general financing methods that may be available to the Commission. Economic feasibility is determined through a summarized feasibility cash flow analysis for the Project as summarized on Table 20.

A. ESTIMATED TOTAL PROJECT COSTS

A determination of economic feasibility requires an identification of the potential costs associated with redevelopment of the Project. Redevelopment could require significant participation from the Commission in activities to promote and achieve the goals and objectives of the Plan and to address blighting conditions. The feasibility cash flow projecting the available funding of the general fund programs of the Project (net of the housing set aside) is summarized on Table 20. The proposed activities and programs of the Project are as follows:

1. Land Assembly & Relocation;
2. Public/Private Development;
3. Targeted Business Recruitment;
4. Brownfields;
5. Infrastructure Improvements;

6. Streetscape & Gateway Improvement;
7. Traffic Circulation, Transit & Parking;
8. Community Centers, Parks, etc.; and
9. Community Business Revitalization.

The Commission also anticipates other costs associated with meeting the financial obligations for implementing an effective redevelopment program. These include costs for administration, net interest costs on future bonded indebtedness, and repayment of any other future indebtedness of the Project.

The redevelopment program described in this Report outlines a set of activities to be implemented by the Commission for the purpose of facilitating private reinvestment in the Project and eliminating physical and economic blighting influences, and increasing, improving and preserving the community's supply of low and moderate income housing. Upon termination of the 30-year effectiveness of the Redevelopment Plan, the Commission can continue to receive tax increment to repay Project Area indebtedness. This feasibility cash flow assumes the debt repayment in Years 31 to 45 is proportionately allocated among the proposed redevelopment programs assumed to be implemented. The estimated cost of the proposed redevelopment programs over the term of the projection is as follows:

Redevelopment Programs:	
Land Assembly & Relocation	\$5,078,000
Public/Private Development	6,346,000
Targeted Business Recruitment	1,269,000
Brownfields	1,269,000
Infrastructure Improvements	5,078,000
Streetscape & Gateway Improvements	1,269,000
Traffic Circulation, Transit & Parking	2,539,000
Community Centers & Parks	1,269,000
Community Business Revitalization	1,269,000
Bond Debt Service (assumed)	8,040,000
Administration	<u>3,700,000</u>
Totals Estimated Costs	\$37,126,000

1. Land Assembly and Relocation

The purpose of this program is to assemble small underutilized and/or poorly configured parcels of property into sites suitable for new development, and to thereafter sell and/or lease property for private development. The program may also include site preparation activities such as

demolition and clearance, and assistance for environmental remediation. The Commission will provide relocation assistance as required by California State Housing and Community Development Regulations and Commission Guidelines. It is assumed that 20 percent of annual Project funding will be used to finance this implementation activity. Total estimated funding for this implementation activity over the anticipated life of the Project, including debt repayment in Years 31 to 45 as estimated on the attached feasibility cash flow, is projected to total \$5,078,000.

2. Public/Private Development

Public/Private coordination occurs when the Commission participates in significant private development projects. Through an Owner Participation Agreement or Disposition and Development Agreement, the Commission may grant or loan money to assist new industrial/commercial development or expansion of existing development facilities. This program may fund construction, landscaping, parking lot improvements and County's Public Work's development requirements (e.g. fire hydrants or traffic mitigation projects, etc.). The implementation of this program will improve the overall quality and aesthetics of the Project Area by improving existing buildings or by developing new contemporary facilities, which will alleviate related blighting conditions such as structural deterioration, defective design/faulty construction, inadequate parking and inadequate building size while increasing the overall value of the property. It is assumed that 25 percent of annual Project funding will be used to finance this implementation activity. Total estimated funding for this implementation activity over the anticipated life of the Project, including debt repayment in Years 31 to 45 as estimated on the attached feasibility cash flow, is projected to total \$6,346,000.

3. Targeted Business Recruitment

The Commission seeks to attract businesses that will create well paying jobs in industries with strong future growth potential. This program would create incentives for recruitment of specific types of businesses that would provide goods and services desired by the local community. The Commission specifically intends to work towards establishment of businesses engaged in biomedical research and production. It is assumed that five percent of Project funding will be used to finance this implementation activity. Total estimated funding for this implementation activity over the anticipated life of the Project, including debt repayment in Years 31 to 45 as estimated on the attached feasibility cash flow, is projected to total \$1,269,000.

4. Brownfields

The Commission intends to utilize the provisions of the California Polanco Act and federal Brownfields legislation to work with private developers and land owners to identify, investigate, remediate, and possibly acquire environmentally contaminated properties without incurring liability under state and local laws that might accompany such actions. This will allow properties that are currently vacant and contaminated to be redeveloped. It is assumed that five percent of Project

funding will be used to finance this implementation activity. Total estimated funding for this implementation activity over the anticipated life of the Project, including debt repayment in Years 31 to 45 as estimated on the attached feasibility cash flow, is projected to total \$1,269,000.

5. Infrastructure Improvements

The Commission intends to attract development to the area by eliminating costs that might otherwise be born by the private sector. This should help to increase building activity and improve property values. Infrastructure improvements cover a variety of public works projects ranging from correcting utilities, traffic capacity projects and new streets, undergrounding overhead transmission lines, storm drainage and sanitary sewers, bridges and under or over crossings, flood control improvements, creek stabilization and enhancements, freeway noise walls, and many other assorted capital projects. It is assumed that 20 percent of Project funding will be used to finance this implementation activity. Total estimated funding for this implementation activity over the anticipated life of the Project, including debt repayment in Years 31 to 45 as estimated on the attached feasibility cash flow, is projected to total \$5,078,000.

6. Streetscape and Gateway Improvement

The Commission desires to improve the quality of the streetscape and gateway of the Project by constructing new curbs, gutters and sidewalks where they do not exist or where broken curbs, gutters and sidewalks require replacement; installing street trees and shrubs; constructing both decorative and handicapped accessible crosswalks; constructing new medians with landscaping; adding visual and safety improvements to existing medians; installing street furniture, such as trash receptacles and newspaper racks; and improving area lighting by increasing the number of luminaries, increasing the wattage of individual streetlights or adding pedestrian streetlights. It is assumed that five percent of Project funding will be used to finance this implementation activity. Total estimated funding for this implementation activity over the anticipated life of the Project, including debt repayment in Years 31 to 45 as estimated on the attached feasibility cash flow, is projected to total \$1,269,000.

7. Traffic Circulation, Transit and Parking

The Commission will work with the County Department of Public Works to improve traffic circulation in the area to better accommodate new and existing development. Transit improvements include such things as bus shelters and bus stops, park and ride lots, bicycle facilities, and transit center and corridor improvements. Parking improvements include providing additional parking lots/garages for businesses and improving parking along public rights-of-way. It is assumed that 10 percent of Project funding will be used to finance this implementation activity. Total estimated funding for this implementation activity over the anticipated life of the Project, including debt repayment in Years 31 to 45 as estimated on the attached feasibility cash flow, is projected to total \$2,539,000.

8. Community Centers, Parks, etc.

The Commission desires to implement community-based projects focused on the need for new or improved community facilities such as parks, community centers, libraries, community gardens, open space and cultural facilities to encourage further investment in their respective neighborhoods and make them more desirable places to visit and live. These projects will use Commission and/or other funds from the County, State and Federal governments. It is assumed that five percent of Project funding will be used to finance this implementation activity. Total estimated funding for this implementation activity over the anticipated life of the Project, including debt repayment in Years 31 to 45 as estimated on the attached feasibility cash flow, is projected to total \$1,269,000.

9. Community Business Revitalization (CBR)

The Commission desires to eliminate physical deterioration and improve the substandard (obsolete) appearance of the commercial/industrial buildings and surrounding sites, attract more patrons, and thus improve declining retail sales. The Commission will provide assistance to businesses in Redevelopment Project Areas to encourage restoring, modernizing and improving the facades of commercial structures to enhance the attractiveness and visibility of the area. Typical improvements would include paint, signage, windows, doors, awnings, stucco, roof, lighting, and security grills. It is assumed that five percent of Project funding will be used to finance this implementation activity. Total estimated funding for this implementation activity over the anticipated life of the Project, including debt repayment in Years 31 to 45 as estimated on the attached feasibility cash flow, is projected to total \$1,269,000.

10. Tax Allocation Bond Debt Service (Assumed)

The feasibility cash flow projection assumes that the Commission will consider all funding alternatives allowable under the CRL to finance the anticipated redevelopment programs discussed above, including, for purposes of this analysis, the issuance of tax allocation bonds. The Commission may utilize tax increment revenues generated in the Project to secure the debt service of tax allocation bonds to assist in the financing of anticipated project costs. The issuance of tax-exempt bonds and the use of said proceeds are subject to certain federal tax restrictions. The financing of the identified implementation strategy costs incorporated on Table 20 could permit for the issuance of bonds or notes on a tax-exempt basis.

The feasibility cash flow assumes that the Commission will issue tax allocation bonds commencing in the fifth year after the plan adoption, in which tax increment revenues are projected to be sufficient to support net bond proceeds totaling \$11.1 million. Commencing in the tenth, fifteenth, and twentieth years after the plan adoption, net tax increment revenues are assumed to be used for the issuance of additional new bonds. The combined bonded indebtedness projected to be issued by the Commission over this period shown on Table 20 totals \$4.6 million. The aggregate principal and interest payments for the combined bond series over the life of the Project is projected to total \$8 million and the resulting net interest cost totals approximately \$3.4 million

(based upon an assumed bond interest rate of five percent, a coverage ratio of 40 percent, net proceeds factor of 12 percent, and capitalized over a maximum 30-year term or over the effective life of the Plan, whichever is sooner).

11. Administration

The projected cost to administer the redevelopment program over the life of the Project is assumed to be equivalent to 25 percent of gross available tax increment each year. Total projected cost to administer the redevelopment program over the life of the Plan is estimated to be \$3,700,000.

B. FINANCING METHODS AVAILABLE TO THE COMMISSION

The Plan is prepared with the intent of providing the Commission with the necessary legal authority and flexibility to implement the revitalization of the Project. The Plan authorizes the Commission to finance the Project with financial assistance from any or all of the following sources: (1) County of Los Angeles; (2) State of California; (3) federal government; (4) tax increment funds in accordance with provisions of the existing CRL; (5) Commission bonds; (6) interest income; (7) loans from private financial institutions; (8) lease or sale of Commission-owned property; (9) donations; and (10) any other legally available public or private sources.

Current provisions of the CRL provide authority to the Commission to create indebtedness, issue bonds, borrow funds or obtain advances in implementing and carrying out the specific intents of a redevelopment plan. The Commission is authorized to fund the principal and interest on the indebtedness, bond issues, borrowed funds or advances from tax increment revenue and any other funds available to the Commission. To the extent that it is able to do so, the City may also supply additional assistance through City loans or grants for various public facilities or other project costs.

Potential revenue sources to fund project costs, as assumed in this economic feasibility cash flow, include, but are not limited to, the following: (1) tax increment revenues; (2) proceeds from tax allocation bonds; and (3) interest earnings. The estimated resources available to finance the proposed redevelopment programs are summarized as follows:

Net Tax Increment Revenue (Yrs 1-45)	\$32,304,000
Net Bond Proceeds	4,590,000
Interest Earnings - General & Reserve Funds	<u>232,000</u>
Total Aggregate Resources	\$37,126,000

1. Tax Increment Revenues

A summary of the projection of the incremental taxable values and resulting tax increment revenues for the Project over the term of the Plan is shown on Table 21. The gross total tax

increment revenues for the Project over the 45-year period during which the Commission could receive tax increment, is projected to amount to \$72 million, of which \$14.4 million would be required for deposit into the Housing Fund, \$1.4 million would be charged by the County for administrative overhead, and \$23.9 million would be allocated to affected taxing entities under the statutory pass through formula required under AB 1290. The net tax increment revenues available to the Commission over the 45-year term totals \$32.3 million.

Health and Safety Code Section 33333.2 permits the Commission to receive tax increment revenue for up to an additional 15 years after the 30-year Plan termination date to repay indebtedness. The projected amount of tax increment revenue available in this 15-year period is assumed to be expended by the Commission for the repayment of such indebtedness in amounts proportionate to the redevelopment programs assumed herein.

In addition, as previously stated, the Commission proposes to merge the Whiteside Project Area with the Adelante Eastside Redevelopment Project Area, of which, a portion of the Adelante Eastside Redevelopment Project Area along with the Project Area will consist of the Focus Area as the primary location for future biomedical industry development. In the 2003-04 fiscal year, the tax increment generated from the portion of the Adelante Eastside Redevelopment Project Area located within the Focus Area, totaled \$435,550. The Adelante Eastside Redevelopment Project Area was adopted in 1999, therefore has 24 years (2029) remaining for project duration and 39 years (2043) to collect tax increment and repay debt. Based upon a modest three percent growth on the available net tax increment, the portion of the Adelante Eastside Redevelopment Project Area proposed to be included in the Focus Area could conservatively generate \$72.4 million (\$24.3 million in today's dollars) over the remaining period to collect tax increment. A portion of this increment may be available to provide additional funding for programs in the Whiteside Project Area thereby expediting the attainment of the Commission's goals and elimination of blight.

Tax increment revenues are based upon increases in the annual incremental assessed valuation of the Project, which result from future transfers of property ownership or new construction activities and the two percent real property annual inflationary increase allowable under Article XIII A of the California Constitution. For purposes of this projection, (Whiteside only) the Commission has identified new developments in the Project that would result in value added to the property tax rolls. The projected value added from these new developments is calculated on Table 22.

2. Proceeds from Bonds

The Commission may pledge tax increment revenues to secure the principal and interest payments of tax allocation bonds issued to finance anticipated program costs. The issuance of tax-exempt bonds and the use of said proceeds are subject to federal tax restrictions. The economic feasibility of the financing plan reflected on Table 20 is based upon the Commission's issuance of potential tax allocation bonds generating approximately \$4.6 million in net proceeds. The feasibility cash flow assumes that the Commission will consider tax allocation bond financing and other loan financing alternatives.

3. Interest Income

The Commission may receive interest earnings generated from funds on deposit in the bond reserve funds, project operating funds and other special funds established for the Project. Since the issuance of tax allocation bonds is assumed in the Table 20 cash flow, interest earnings from monies deposited in a bond reserve fund are anticipated. Interest earnings are based upon an assumed three percent rate.

C. PROPOSED FINANCING METHOD, ECONOMIC FEASIBILITY, AND REASONS FOR INCLUDING TAX INCREMENT FINANCING

The anticipated costs to implement a program of revitalization in the Project will require significant participation from the Commission as it implements activities that promote and achieve the stated goals and objectives of the Plan. Economic feasibility of the Plan has been determined based upon a comparative cash flow analysis of the anticipated costs for implementation of the proposed redevelopment program to the resulting projected resources projected over the life of the Project.

The economic feasibility summarized on Table 20 was created to represent one scenario of economic feasibility. At the discretion of the Commission, other funding sources discussed above may also represent viable funding alternatives for economic feasibility of the Plan. Although the Commission may consider other funding sources permitted in the Plan, not all of the funding sources may be available or be feasible for the Commission to use in financing the anticipated costs and revenue shortfalls. In the event that neither the City nor the private market acting alone could fully bear the costs associated with revitalization of the Project, the implementation of a redevelopment program utilizing tax increment revenues must be considered as a viable financing tool.

No assurances are provided by KMA as to the certainty of the projected tax increment revenues shown in the attached tables. The projection reflects KMA's understanding of the assessment and tax apportionment procedures employed by the County. The County procedures are subject to change as a reflection of policy revisions or legislative mandate. Any State mandated payments resulting from current or proposed legislation, and incorporated herein, reflects State policies known to KMA at the present time and are subject to future legislative changes that could impact this projection.

While we believe our estimates to be reasonable, actual taxable values will vary from the amounts assumed in the projection. Actual revenues may be higher or lower than what has been projected and are subject to valuation changes resulting from new developments or transfers of ownership not specifically identified herein, actual resolution of outstanding appeals, future filing of appeals, or the non-payment of taxes due. A reasonable attempt has been made to forecast the redevelopment projects, programs and activities that could be undertaken in the Project. However, actual funding will be based upon actual revenues available to the

Commission in future fiscal years. Therefore, the expenditure program reflected on Table 20 is presented as an “order of magnitude” estimate based upon the forecasted tax increment revenues.

D. BONDED INDEBTEDNESS LIMIT

Based upon the financing method discussed above, the following bond limit, as required by the CRL for inclusion in the Plan, has been determined. The total bonds supported in whole or in part by tax increment revenues, which may be outstanding at one time may not exceed \$70,000,000. This amount has been determined based on total projected redevelopment implementation and administrative costs.

Table 20
Economic Feasibility Cash Flow
Proposed Whiteside Project
Los Angeles County
Community Development Commission
(000's Omitted)

	Base																
	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	
I. Source of Funds																	
Net Tax Increment (Table 2)	0	0	35	53	91	130	169	210	251	293	336	368	400	432	466	500	
Net Future Bond Proceeds	0	0	0	0	0	1,149	0	0	0	0	1,618	0	0	0	0	1,067	
Bond Reserve Interest at 3%	0	0	0	0	0	0	2	2	2	2	2	7	7	7	7	7	
Total Sources	0	0	35	53	91	1,279	171	212	253	295	1,957	375	407	439	473	1,574	
II. Use of Funds																	
Future Bond Debt Service	0	0	0	0	0	0	93	93	93	93	93	240	240	240	240	240	
Administration at 25% (Yrs 1-30)	0	0	9	13	23	32	42	52	63	73	84	92	100	108	116	125	
Redevelopment Program (Yrs 1-30)	0	0	26	40	68	1,247	36	67	98	129	1,780	42	66	91	116	1,209	
Total Uses	0	0	35	53	91	1,279	171	212	253	295	1,957	375	407	439	473	1,574	
Redevelopment Program Detail:																	
	% Share																
Land Assembly & Relocation	20%	0	0	5	8	14	249	7	13	20	26	356	8	13	18	23	242
Public/Private Development	25%	0	0	7	10	17	312	9	17	24	32	445	11	17	23	29	302
Targeted Business Recruitment	5%	0	0	1	2	3	62	2	3	5	6	89	2	3	5	6	60
Brownfields	5%	0	0	1	2	3	62	2	3	5	6	89	2	3	5	6	60
Infrastructure Improvements	20%	0	0	5	8	14	249	7	13	20	26	356	8	13	18	23	242
Streetscape & Gateway Improvement	5%	0	0	1	2	3	62	2	3	5	6	89	2	3	5	6	60
Traffic Circulation, Transit & Parking	10%	0	0	3	4	7	125	4	7	10	13	178	4	7	9	12	121
Community Centers, Parks, etc.	5%	0	0	1	2	3	62	2	3	5	6	89	2	3	5	6	60
Community Business Revitalization	5%	0	0	1	2	3	62	2	3	5	6	89	2	3	5	6	60
Total Redevelopment Programs	100%	0	0	26	40	68	1,247	36	67	98	129	1,780	42	66	91	116	1,209

Table 20
Economic Feasibility Cash Flow
Proposed Whiteside Project
Los Angeles County
Community Development Commission
(000's Omitted)

					Debt Incurrence Limit											Plan Effective Limit
	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	
I. Source of Funds																
Net Tax Increment (Table 2)	535	571	607	631	656	681	707	733	761	789	818	848	879	910	943	
Net Future Bond Proceeds	0	0	0	0	755	0	0	0	0	0	0	0	0	0	0	
Bond Reserve Interest at 3%	10	10	10	10	10	14	14	14	14	14	14	14	14	14	11	
Total Sources	545	581	617	641	1,421	695	721	747	775	803	832	862	893	924	954	
II. Use of Funds																
Future Bond Debt Service	357	357	357	357	357	468	468	468	468	468	468	468	468	468	376	
Administration at 25% (Yrs 1-30)	134	143	152	158	164	170	177	183	190	197	205	212	220	228	236	
Redevelopment Program (Yrs 1-30)	54	81	108	126	900	56	76	96	116	138	159	182	205	228	343	
Total Uses	545	581	617	641	1,421	695	721	747	775	803	832	862	893	924	954	
Redevelopment Program Detail:																
	% Share															
Land Assembly & Relocation	20%	11	16	22	25	180	11	15	19	23	28	32	36	41	46	69
Public/Private Development	25%	14	20	27	32	225	14	19	24	29	34	40	45	51	57	86
Targeted Business Recruitment	5%	3	4	5	6	45	3	4	5	6	7	8	9	10	11	17
Brownfields	5%	3	4	5	6	45	3	4	5	6	7	8	9	10	11	17
Infrastructure Improvements	20%	11	16	22	25	180	11	15	19	23	28	32	36	41	46	69
Streetscape & Gateway Improvement	5%	3	4	5	6	45	3	4	5	6	7	8	9	10	11	17
Traffic Circulation, Transit & Parking	10%	5	8	11	13	90	6	8	10	12	14	16	18	20	23	34
Community Centers, Parks, etc.	5%	3	4	5	6	45	3	4	5	6	7	8	9	10	11	17
Community Business Revitalization	5%	3	4	5	6	45	3	4	5	6	7	8	9	10	11	17
Total Redevelopment Programs	100%	54	81	108	126	900	56	76	96	116	138	159	182	205	228	343

Table 20
Economic Feasibility Cash Flow
Proposed Whiteside Project
Los Angeles County
Community Development Commission
(000's Omitted)

	Repayment of Any Future Indebtedness Incurred for Redevelopment Programs in Years 31 to 45															Debt Repayment Limit
	31 2036-37	32 2037-38	33 2038-39	34 2039-40	35 2040-41	36 2041-42	37 2042-43	38 2043-44	39 2044-45	40 2045-46	41 2046-47	42 2047-48	43 2048-49	44 2049-50	45 2050-51	
I. Source of Funds																
Net Tax Increment (Table 2)	967	992	1,018	1,045	1,072	1,100	1,129	1,159	1,189	1,221	1,253	1,287	1,321	1,356	1,393	
Net Future Bond Proceeds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bond Reserve Interest at 3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Sources	967	992	1,018	1,045	1,072	1,100	1,129	1,159	1,189	1,221	1,253	1,287	1,321	1,356	1,393	
II. Use of Funds																
Future Bond Debt Service	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Administration at 25% (Yrs 1-30)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Redevelopment Program (Yrs 1-30)	967	992	1,018	1,045	1,072	1,100	1,129	1,159	1,189	1,221	1,253	1,287	1,321	1,356	1,393	
Total Uses	967	992	1,018	1,045	1,072	1,100	1,129	1,159	1,189	1,221	1,253	1,287	1,321	1,356	1,393	
Redevelopment Program Detail:	% Share	Repayment of Any Future Indebtedness Incurred for Redevelopment Programs in Years 31 to 45														
Land Assembly & Relocation	20%	193	198	204	209	214	220	226	232	238	244	251	257	264	271	279
Public/Private Development	25%	242	248	255	261	268	275	282	290	297	305	313	322	330	339	348
Targeted Business Recruitment	5%	48	50	51	52	54	55	56	58	59	61	63	64	66	68	70
Brownfields	5%	48	50	51	52	54	55	56	58	59	61	63	64	66	68	70
Infrastructure Improvements	20%	193	198	204	209	214	220	226	232	238	244	251	257	264	271	279
Streetscape & Gateway Improvement	5%	48	50	51	52	54	55	56	58	59	61	63	64	66	68	70
Traffic Circulation, Transit & Parking	10%	97	99	102	104	107	110	113	116	119	122	125	129	132	136	139
Community Centers, Parks, etc.	5%	48	50	51	52	54	55	56	58	59	61	63	64	66	68	70
Community Business Revitalization	5%	48	50	51	52	54	55	56	58	59	61	63	64	66	68	70
Total Redevelopment Programs	100%	967	992	1,018	1,045	1,072	1,100	1,129	1,159	1,189	1,221	1,253	1,287	1,321	1,356	1,393

Table 20
Economic Feasibility Cash Flow
Proposed Whiteside Project
Los Angeles County
Community Development Commission
(000's Omitted)

(000's Omitted)		Years 1-45		
		Totals Years 1-45	NPV 5%	% Total
I. Source of Funds				
Net Tax Increment (Table 2)		32,304	8,125	75.4%
Net Future Bond Proceeds		4,590	2,564	23.8%
Bond Reserve Interest at 3%		232	82	0.8%
Total Sources		37,126	10,771	100.0%
II. Use of Funds				
Future Bond Debt Service		8,040	2,893	26.9%
Administration at 25% (Yrs 1-30)		3,700	1,380	12.8%
Redevelopment Program (Yrs 1-30)		25,386	6,498	60.3%
Total Uses		37,126	10,771	100.0%
Redevelopment Program Detail:				
	% Share			
Land Assembly & Relocation	20%	5,077	1,300	20.0%
Public/Private Development	25%	6,346	1,625	25.0%
Targeted Business Recruitment	5%	1,269	325	5.0%
Brownfields	5%	1,269	325	5.0%
Infrastructure Improvements	20%	5,077	1,300	20.0%
Streetscape & Gateway Improvement	5%	1,269	325	5.0%
Traffic Circulation, Transit & Parking	10%	2,539	650	10.0%
Community Centers, Parks, etc.	5%	1,269	325	5.0%
Community Business Revitalization	5%	1,269	325	5.0%
Total Redevelopment Programs	100%	25,386	6,498	100.0%

Table 21
Tax Increment Projection
Proposed Whiteside Project
Los Angeles County
Community Development Commission
(000's Omitted)

	Reported												
Project Year	0	1	2	3	4	5	6	7	8	9	10	11	
Fiscal Year	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	
<u>Assessed Values</u>													
Existing Real Property at 3%	98,794	101,758	104,811	107,955	111,194	114,530	117,965	121,504	125,150	128,904	132,771	136,754	
Personal Property	27,837	27,837	27,837	27,837	27,837	27,837	27,837	27,837	27,837	27,837	27,837	27,837	
New Development Real	-	-	-	-	2,125	4,292	6,503	8,758	11,058	13,403	15,796	18,237	
New Development Personal Prop	-	-	-	-	1,173	2,347	3,520	4,694	5,867	7,040	8,214	9,387	
Total Assessed Values	126,631	129,595	132,648	135,792	142,329	149,005	155,825	162,792	169,911	177,185	184,618	192,215	
Increment Over Base \$126,631	-	-	6,017	9,161	15,698	22,374	29,194	36,161	43,280	50,554	57,987	65,584	
<u>Project Revenues</u>													
Tax Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	
Gross TI Revenue at 1%	-	-	60	92	157	224	292	362	433	506	580	656	
County Admin Fee at 2%	-	-	(1)	(2)	(3)	(4)	(6)	(7)	(9)	(10)	(12)	(13)	
Net Tax Increment Revenue	0	0	59	90	154	219	286	354	424	495	568	643	
Less Requirements:													
Housing Set-Aside at 20%	-	-	(12)	(18)	(31)	(45)	(58)	(72)	(87)	(101)	(116)	(131)	
AB 1290 Payments	-	-	(12)	(18)	(31)	(45)	(58)	(72)	(87)	(101)	(116)	(144)	
Net After Housing & Pass Through	-	-	35	53	91	130	169	210	251	293	336	368	

Table 21
Tax Increment Projection
Proposed Whiteside Project
Los Angeles County
Community Development Commission
(000's Omitted)

Project Year Fiscal Year	12 2017-18	13 2018-19	14 2019-20	15 2020-21	16 2021-22	17 2022-23	18 2023-24	19 2024-25	20 2025-26	21 2026-27	22 2027-28	23 2028-29
<u>Assessed Values</u>												
Existing Real Property at 3%	140,857	145,083	149,435	153,918	158,536	163,292	168,191	173,236	178,433	183,786	189,300	194,979
Personal Property	27,837	27,837	27,837	27,837	27,837	27,837	27,837	27,837	27,837	27,837	27,837	27,837
New Development Real	20,727	23,266	25,856	28,498	31,193	33,941	36,745	37,480	38,230	38,994	39,774	40,570
New Development Personal Prop	10,561	11,734	12,907	14,081	15,254	16,428	17,601	17,601	17,601	17,601	17,601	17,601
Total Assessed Values	199,981	207,919	216,035	224,334	232,819	241,498	250,373	256,154	262,101	268,218	274,512	280,986
Increment Over Base \$126,631	73,350	81,288	89,404	97,703	106,188	114,867	123,742	129,523	135,470	141,587	147,881	154,355
<u>Project Revenues</u>												
Tax Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Gross TI Revenue at 1%	733	813	894	977	1,062	1,149	1,237	1,295	1,355	1,416	1,479	1,544
County Admin Fee at 2%	(15)	(16)	(18)	(20)	(21)	(23)	(25)	(26)	(27)	(28)	(30)	(31)
Net Tax Increment Revenue	719	797	876	957	1,041	1,126	1,213	1,269	1,328	1,388	1,449	1,513
Less Requirements:												
Housing Set-Aside at 20%	(147)	(163)	(179)	(195)	(212)	(230)	(247)	(259)	(271)	(283)	(296)	(309)
AB 1290 Payments	(173)	(202)	(232)	(262)	(293)	(325)	(358)	(379)	(401)	(424)	(447)	(471)
Net After Housing & Pass Through	400	432	466	500	535	571	607	631	656	681	707	733

Table 21
Tax Increment Projection
Proposed Whiteside Project
Los Angeles County
Community Development Commission
(000's Omitted)

	Plan Termination												
Project Year	24	25	26	27	28	29	30		31	32	33	34	35
Fiscal Year	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36		2036-37	2037-38	2038-39	2039-40	2040-41
<u>Assessed Values</u>													
Existing Real Property at 3%	200,828	206,853	213,059	219,451	226,034	232,815	239,800		246,994	254,403	262,035	269,896	277,993
Personal Property	27,837	27,837	27,837	27,837	27,837	27,837	27,837		27,837	27,837	27,837	27,837	27,837
New Development Real	41,381	42,209	43,053	43,914	44,792	45,688	46,602		47,534	48,484	49,454	50,443	51,452
New Development Personal Prop	17,601	17,601	17,601	17,601	17,601	17,601	17,601		17,601	17,601	17,601	17,601	17,601
Total Assessed Values	287,647	294,499	301,549	308,802	316,264	323,941	331,839		339,965	348,325	356,927	365,777	374,883
Increment Over Base \$126,631	161,016	167,868	174,918	182,171	189,633	197,310	205,208		213,334	221,694	230,296	239,146	248,252
<u>Project Revenues</u>													
Tax Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%		1.00%	1.00%	1.00%	1.00%	1.00%
Gross TI Revenue at 1%	1,610	1,679	1,749	1,822	1,896	1,973	2,052		2,133	2,217	2,303	2,391	2,483
County Admin Fee at 2%	(32)	(34)	(35)	(36)	(38)	(39)	(41)		(43)	(44)	(46)	(48)	(50)
Net Tax Increment Revenue	1,578	1,645	1,714	1,785	1,858	1,934	2,011		2,091	2,173	2,257	2,344	2,433
Less Requirements:													
Housing Set-Aside at 20%	(322)	(336)	(350)	(364)	(379)	(395)	(410)		(427)	(443)	(461)	(478)	(497)
AB 1290 Payments	(495)	(520)	(546)	(573)	(600)	(629)	(658)		(697)	(737)	(778)	(821)	(864)
Net After Housing & Pass Through	761	789	818	848	879	910	943		967	992	1,018	1,045	1,072

Table 21
Tax Increment Projection
Proposed Whiteside Project
Los Angeles County
Community Development Commission
(000's Omitted)

	Project Year	36	37	38	39	40	41	42	43	Debt Repayment Limit	
	Fiscal Year	2041-42	2042-43	2043-44	2044-45	2045-46	2046-47	2047-48	2048-49	44	45
										2049-50	2050-51
<u>Assessed Values</u>											
Existing Real Property at 3%		286,333	294,923	303,771	312,884	322,271	331,939	341,897	352,154	362,718	373,600
Personal Property		27,837	27,837	27,837	27,837	27,837	27,837	27,837	27,837	27,837	27,837
New Development Real		52,481	53,531	54,601	55,693	56,807	57,943	59,102	60,284	61,490	62,720
New Development Personal Prop		17,601	17,601	17,601	17,601	17,601	17,601	17,601	17,601	17,601	17,601
Total Assessed Values		384,252	393,892	403,810	414,015	424,515	435,320	446,437	457,876	469,646	481,757
Increment Over Base \$126,631		257,621	267,261	277,179	287,384	297,884	308,689	319,806	331,245	343,015	355,126
<u>Project Revenues</u>											
Tax Rate		1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Gross TI Revenue at 1%		2,576	2,673	2,772	2,874	2,979	3,087	3,198	3,312	3,430	3,551
County Admin Fee at 2%		(52)	(53)	(55)	(57)	(60)	(62)	(64)	(66)	(69)	(71)
Net Tax Increment Revenue		2,525	2,619	2,716	2,816	2,919	3,025	3,134	3,246	3,362	3,480
Less Requirements:											
Housing Set-Aside at 20%		(515)	(535)	(554)	(575)	(596)	(617)	(640)	(662)	(686)	(710)
AB 1290 Payments		(909)	(956)	(1,003)	(1,052)	(1,103)	(1,154)	(1,208)	(1,263)	(1,319)	(1,377)
Net After Housing & Pass Through		1,100	1,129	1,159	1,189	1,221	1,253	1,287	1,321	1,356	1,393

Table 22
New Development Assumptions
Proposed Whiteside Redevelopment Project
Los Angeles County Community Development Commission

				0	1	2	3	4	5	6	7	8
Scope			Total Value	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
1	Commercial - Real Property	50,000 sq ft	4,250,000	-	-	-	-	283,333	283,333	283,333	283,333	283,333
2	Commercial - Personal Property	50,000 sq ft	750,000	-	-	-	-	50,000	50,000	50,000	50,000	50,000
3	Biotechnology - Real Property	82,023 sq ft	4,511,000	-	-	-	-	300,733	300,733	300,733	300,733	300,733
4	Biotechnology - Personal Property	82,023 sq ft	9,228,000	-	-	-	-	615,200	615,200	615,200	615,200	615,200
5	Industrial - Real Property	304,939 sq ft	17,991,000	-	-	-	-	1,199,400	1,199,400	1,199,400	1,199,400	1,199,400
6	Industrial - Personal Property	304,939 sq ft	7,623,000	-	-	-	-	508,200	508,200	508,200	508,200	508,200
7	Residential - Real Property	80,000 sq ft	5,120,000	-	-	-	-	341,333	341,333	341,333	341,333	341,333
Total Potential Value Added per Year			49,473,000	0	0	0	0	3,298,200	3,298,200	3,298,200	3,298,200	3,298,200
Total Real Property Value Added				0	0	0	0	2,124,800	2,124,800	2,124,800	2,124,800	2,124,800
Cumulative New Value with Prop 13 Growth at				0	0	0	0	2,124,800	4,292,096	6,502,738	8,757,593	11,057,545
Total Personal Property Value Added				0	0	0	0	1,173,400	1,173,400	1,173,400	1,173,400	1,173,400
Cumulative Personal Property Value				0	0	0	0	1,173,400	2,346,800	3,520,200	4,693,600	5,867,000

Table 22
New Development Assumptions
Proposed Whiteside Redevelopment Project
Los Angeles County Community Development Commission

			Total	9	10	11	12	13	14	15	16	17
Scope			Value	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23
1	Commercial - Real Property	50,000 sq ft	4,250,000	283,333	283,333	283,333	283,333	283,333	283,333	283,333	283,333	283,333
2	Commercial - Personal Property	50,000 sq ft	750,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
3	Biotechnology - Real Property	82,023 sq ft	4,511,000	300,733	300,733	300,733	300,733	300,733	300,733	300,733	300,733	300,733
4	Biotechnology - Personal Property	82,023 sq ft	9,228,000	615,200	615,200	615,200	615,200	615,200	615,200	615,200	615,200	615,200
5	Industrial - Real Property	304,939 sq ft	17,991,000	1,199,400	1,199,400	1,199,400	1,199,400	1,199,400	1,199,400	1,199,400	1,199,400	1,199,400
6	Industrial - Personal Property	304,939 sq ft	7,623,000	508,200	508,200	508,200	508,200	508,200	508,200	508,200	508,200	508,200
7	Residential - Real Property	80,000 sq ft	5,120,000	341,333	341,333	341,333	341,333	341,333	341,333	341,333	341,333	341,333
Total Potential Value Added per Year			49,473,000	3,298,200	3,298,200	3,298,200	3,298,200	3,298,200	3,298,200	3,298,200	3,298,200	3,298,200
Total Real Property Value Added				2,124,800	2,124,800	2,124,800	2,124,800	2,124,800	2,124,800	2,124,800	2,124,800	2,124,800
Cumulative New Value with Prop 13 Growth at				13,403,495	15,796,365	18,237,093	20,726,634	23,265,967	25,856,087	28,498,008	31,192,768	33,941,424
Total Personal Property Value Added				1,173,400	1,173,400	1,173,400	1,173,400	1,173,400	1,173,400	1,173,400	1,173,400	1,173,400
Cumulative Personal Property Value				7,040,400	8,213,800	9,387,200	10,560,600	11,734,000	12,907,400	14,080,800	15,254,200	16,427,600

Table 22
New Development Assumptions
Proposed Whiteside Redevelopment Project
Los Angeles County Community Development Commission

			Total	18	19	20	21	22	23	24	25	26
Scope			Value	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32
1	Commercial - Real Property	50,000 sq ft	4,250,000	283,333	-	-	-	-	-	-	-	-
2	Commercial - Personal Property	50,000 sq ft	750,000	50,000	-	-	-	-	-	-	-	-
3	Biotechnology - Real Property	82,023 sq ft	4,511,000	300,733	-	-	-	-	-	-	-	-
4	Biotechnology - Personal Property	82,023 sq ft	9,228,000	615,200	-	-	-	-	-	-	-	-
5	Industrial - Real Property	304,939 sq ft	17,991,000	1,199,400	-	-	-	-	-	-	-	-
6	Industrial - Personal Property	304,939 sq ft	7,623,000	508,200	-	-	-	-	-	-	-	-
7	Residential - Real Property	80,000 sq ft	5,120,000	341,333	-	-	-	-	-	-	-	-
Total Potential Value Added per Year			49,473,000	3,298,200	0	0	0	0	0	0	0	0
Total Real Property Value Added				2,124,800	0	0	0	0	0	0	0	0
Cumulative New Value with Prop 13 Growth at				36,745,052	37,479,953	38,229,552	38,994,143	39,774,026	40,569,507	41,380,897	42,208,515	43,052,685
Total Personal Property Value Added				1,173,400	0	0	0	0	0	0	0	0
Cumulative Personal Property Value				17,601,000	17,601,000	17,601,000	17,601,000	17,601,000	17,601,000	17,601,000	17,601,000	17,601,000

Table 22
New Development Assumptions
Proposed Whiteside Redevelopment Project
Los Angeles County Community Development Commission

				Total	27	28	29	30
Scope				Value	2032-33	2033-34	2034-35	2035-36
1	Commercial - Real Property	50,000	sq ft	4,250,000	-	-	-	-
2	Commercial - Personal Property	50,000	sq ft	750,000	-	-	-	-
3	Biotechnology - Real Property	82,023	sq ft	4,511,000	-	-	-	-
4	Biotechnology - Personal Property	82,023	sq ft	9,228,000	-	-	-	-
5	Industrial - Real Property	304,939	sq ft	17,991,000	-	-	-	-
6	Industrial - Personal Property	304,939	sq ft	7,623,000	-	-	-	-
7	Residential - Real Property	80,000	sq ft	5,120,000	-	-	-	-
Total Potential Value Added per Year				49,473,000	0	0	0	0
Total Real Property Value Added					0	0	0	0
Cumulative New Value with Prop 13 Growth at					43,913,739	44,792,014	45,687,854	46,601,611
Total Personal Property Value Added					0	0	0	0
Cumulative Personal Property Value					17,601,000	17,601,000	17,601,000	17,601,000

VI. IMPLEMENTATION PLAN

Section 33352(c) of the CRL requires that every redevelopment plan submitted by a redevelopment agency [commission] to the legislative body be accompanied by an Implementation Plan. The Implementation Plan describes the specific goals and objectives for the proposed project area, the specific projects proposed by the Commission (including a program of actions and expenditures proposed for the first five years of the redevelopment plan), and a description of how these projects will improve or alleviate the blighting conditions found in the project area.

A. PROJECT AREA GOALS AND OBJECTIVES

The purposes and objectives of this Redevelopment Plan are to eliminate the conditions of blight, as defined by Community Redevelopment Law, existing in the Project Area and to prevent the recurrence of deteriorating conditions in the Project Area. The Commission proposes to eliminate such conditions and prevent their recurrence by providing, pursuant to this Plan, for the planning, development, re-planning, redesign, redevelopment, reconstruction and rehabilitation of the Project Area and by providing for such facilities as may be appropriate or necessary in the interest of the general welfare, in accord with the County of Los Angeles' General Plan and other planning documents promulgated pursuant thereto as may be adopted or amended from time to time. As described in Section II of this Report, the goals and objectives for the Project Area are as follows:

1. Encourage the redevelopment of the Project Area subject to and consistent with the County's General Plan and/or specific development plans as may be adopted from time to time through the cooperation of private enterprise and public agencies.
2. Enhance the long-term economic well being of the Project Area.
3. Provide public infrastructure improvements and community facilities, such as the installation, construction, and/or reconstruction of streets, utilities, public buildings and facilities (such as facilities for pedestrian circulation and parking facilities), storm drains, utility undergrounding, street lighting, landscaping and other improvements which are necessary for the effective redevelopment of the Project Area.
4. Provide for participation in the redevelopment of property in the Project Area, where feasible, by owners who agree to participate in conformity with the Redevelopment Plan.
5. Encourage joint efforts and cooperative efforts among property owners, businesses and public agencies to achieve desirable economic development goals and programs and to reduce or eliminate deteriorating conditions.

6. Increase, improve and preserve the community's supply of affordable housing within and outside of the Project Area.
7. Acquire real property.

The foregoing goals and objectives are to be pursued and accomplished, subject to and consistent with, the County General Plan, as amended from time to time.

B. PROJECTS AND PROGRAMS FOR THE FIRST FIVE YEARS OF THE REDEVELOPMENT PLAN

As outlined in the table below and described in the following text, the Commission anticipates expending approximately \$1.5 million over the first five years on the non-housing programs and activities proposed for the Project Area. The majority of these expenditures will be for infrastructure improvements, land assembly and relocation, and public/private development activities.

Five-Year Expenditure Plan – Non-Housing

Commission Programs	2006-07	2007-08	2008-09	2009-10	2010-11	Totals
Land Assembly/Relocation	\$0	\$5,000	\$8,000	\$14,000	\$249,000	\$276,000
Public/Private Development	\$0	\$7,000	\$10,000	\$17,000	\$312,000	\$346,000
Targeted Business Recruiting	\$0	\$1,000	\$2,000	\$3,000	\$62,000	\$68,000
Brownfields	\$0	\$1,000	\$2,000	\$3,000	\$62,000	\$68,000
Infrastructure Improvements	\$0	\$5,000	\$8,000	\$14,000	\$249,000	\$276,000
Streetscape/Gateway	\$0	\$1,000	\$2,000	\$3,000	\$62,000	\$68,000
Traffic Circulation/Transit	\$0	\$3,000	\$4,000	\$7,000	\$125,000	\$139,000
Community Centers/Parks	\$0	\$1,000	\$2,000	\$3,000	\$62,000	\$68,000
Community Business Revital.	\$0	\$1,000	\$2,000	\$3,000	\$62,000	\$68,000
Administration	\$0	\$9,000	\$13,000	\$23,000	\$32,000	\$77,000
Total Expenditures	\$0	\$34,000	\$53,000	\$90,000	\$1,277,000	\$1,454,000

Non-Housing Programs

As specifically described in Section IV of this Report and summarized below, the Commission proposes a series of non-housing activities and programs designed to alleviate the blighting conditions in the Project Area. These include the following:

1. Land Assembly and Relocation Program

The purpose of this program is to assemble small, underutilized and/or poorly configured parcels of property into sites suitable for new development, and to thereafter sell and/or lease property for private development. The Commission's efforts in assembling land would be applied in selective cases. The Commission may assist in the selective assembly of land through voluntary purchase, negotiated purchase, or eminent domain.²¹ The Commission will provide relocation assistance as required by California State Housing and Community Development Regulations and Commission Guidelines. It is assumed that 20 percent of annual available discretionary revenues will be used to finance this implementation activity. Total estimated funding for this implementation activity over the first five years of the Project, as estimated on the feasibility cash flow in Section V, is projected to total \$276,000.

As previously stated in Section IV, by expanding existing buildings, the Commission will help to reduce the number of inadequate sized buildings, which will in turn accommodate a wider variety of contemporary commercial and industrial uses, with a specific emphasis on low-rise office space. By assembling small parcels, the Commission will reduce the number of inadequate sized parcels in multiple ownership and provide adequate space to develop contemporary facilities or expand existing buildings to accommodate a wider variety of uses.

2. Public/Private Development Program

Public/private coordination occurs when the Commission participates in significant private development projects. Through an Owner Participation Agreement or Disposition and Development Agreement, the Commission may grant or loan money to assist new industrial/commercial development or expansion of existing development facilities. This program may fund construction, landscaping, parking lot improvements and County's Public Work's development requirements (e.g. fire hydrants or traffic mitigation projects, etc.). It is assumed that 25 percent of annual available discretionary revenues will be used to finance this implementation activity. Total estimated funding for this implementation activity over the first five years of the Project, as estimated on the feasibility cash flow in Section V, is projected to total \$346,000.

The implementation of this program will improve the overall quality and aesthetics of the Project Area by improving existing buildings or by developing new contemporary facilities, which will alleviate related blighting conditions such as structural deterioration, defective design/faulty construction, inadequate parking and inadequate building size while increasing the overall value of the property.

²¹ Only applies to non-conforming residential uses within the Project Area as designated in the County's General Plan.

3. Targeted Business Recruitment

This program would create incentives for recruitment of specific types of businesses that would provide goods and services that are desired by the local community. In addition, the Commission would like to attract businesses that will create well paying jobs in industries with strong future growth potential. The Commission specifically intends to work towards establishment of businesses engaged in biomedical research and production. It is assumed that five percent of annual available discretionary revenues will be used to finance this implementation activity. Total estimated funding for this implementation activity over the first five years of the Project, as estimated on the feasibility cash flow in Section V, is projected to total \$68,000.

In addition, the Commission would like to attract businesses that will create well paying jobs in industries with strong future growth potential. The Commission specifically intends to work towards establishment of businesses engaged in biomedical research and production. The implementation of this program will also increase property values and lease rates within the Project Area.

4. Brownfields

By utilizing the provisions of the California Polanco Act and federal Brownfields legislation, the Commission will be able to work with private developers and land owners to identify, investigate, remediate, and possibly acquire environmentally contaminated properties without incurring liability under state and local laws that might accompany such actions. This will allow properties that are currently vacant and contaminated to be redeveloped. It is assumed that five percent of annual available discretionary revenues will be used to finance this implementation activity. Total estimated funding for this implementation activity over the first five years of the Project, as estimated on the feasibility cash flow in Section V, is projected to total \$68,000.

This will allow properties that are currently vacant and contaminated to be redeveloped, which in turn will increase property values and industrial sales prices.

5. Infrastructure Improvements Program

Infrastructure improvements cover a variety of public works projects ranging from correcting utilities, traffic capacity projects and new streets, undergrounding overhead transmission lines, storm drainage and sanitary sewers, bridges and under or overcrossings, flood control improvements, creek stabilization and enhancements, freeway noise walls, and many other assorted capital projects. It is assumed that 20 percent of annual available discretionary revenues will be used to finance this implementation activity. Total estimated funding for this implementation activity over the first five years of the Project, as estimated on the feasibility cash flow in Section V, is projected to total \$276,000.

Improving the infrastructure will help to attract development to the area by eliminating costs that might otherwise be borne by the private sector. This should help to increase building activity, improve property values and sales prices, and increase lease rates within the Project Area.

6. Streetscape and Gateway Improvements Program

The streetscape program includes constructing new curbs, gutters and sidewalks where they do not exist or where broken curbs, gutters and sidewalks require replacement; installing street trees and shrubs; constructing both decorative and handicapped accessible crosswalks; constructing new medians with landscaping; adding visual and safety improvements to existing medians; installing street furniture, such as trash receptacles and newspaper racks; and improving area lighting by increasing the number of luminaries, increasing the wattage of individual streetlights or adding pedestrian streetlights. It is assumed that five percent of annual available discretionary revenues will be used to finance this implementation activity. Total estimated funding for this implementation activity over the first five years of the Project, as estimated on the feasibility cash flow in Section V, is projected to total \$68,000.

Streetscapes and gateways into an area are desirable for announcing a transition from one area to another. Gateways can be accomplished through banners, entry features, public art, architecture or a variety of other ways. These improvements will improve the desirability of the neighborhoods and encourage new development and rehabilitation including the elimination of structural deterioration which will increase property values and lease rates.

7. Traffic Circulation, Transit and Parking Improvement Projects

The Commission will work with the County Department of Public Works to improve traffic circulation in the area to better accommodate new and existing development including traffic signal controls, signals and transportation management strategies. Transit improvements include such things as bus shelters and bus stops, park and ride lots, bicycle facilities, and transit center and corridor improvements. Parking improvements include providing additional parking lots/garages for businesses and improving parking along public rights-of-way. It is assumed that ten percent of annual available discretionary revenues will be used to finance this implementation activity. Total estimated funding for this implementation activity over the first five years of the Project, as estimated on the feasibility cash flow in Section V, is projected to total \$139,000.

The Commission will work with the County Department of Public Works to improve traffic circulation in the area to better accommodate new and existing development including traffic signal controls, signals and transportation management strategies. Transit improvements include such things as bus shelters and bus stops, park and ride lots, bicycle facilities, and transit center and corridor improvements. Parking improvements include providing additional parking lots/garages for businesses and improving parking along public rights-of-way. These

improvements will eliminate parking deficiencies that currently exist within the Project Area and increase property values.

8. Community Centers, Park and Open Space Projects

Community-based projects focus on the need for new or improved community facilities such as parks, community centers, libraries, community gardens, open space and cultural facilities. It is assumed that five percent of annual available discretionary revenues will be used to finance this implementation activity. Total estimated funding for this implementation activity over the first five years of the Project, as estimated on the feasibility cash flow in Section V, is projected to total \$68,000.

This program is intended to encourage further investment in their respective neighborhoods and make them more desirable places to visit, work and live, which in turn, will increase property values and decrease crime.

9. Community Business Revitalization Program

The Community Business Revitalization Program provides grants with a cash match to businesses for the purposes of storefront improvements and façade treatments. This program provides assistance to businesses in the Project Area to encourage restoring, modernizing and improving the facades of commercial structures to enhance the attractiveness and visibility of the area. Typical improvements would include paint, signage, windows, doors, awnings, stucco, roof, lighting, and security grills. Total estimated funding for this implementation activity over the first five years of the Project, as estimated on the feasibility cash flow in Section V, is projected to total \$68,000.

By eliminating physical deterioration and improving the substandard (obsolete) appearance of the commercial/industrial buildings and surrounding sites, more patrons will be attracted which will improve declining retail sales. The increased business activity should slow the rate of business closures and attract new businesses to the Project Area. Also, by improving the buildings property values should increase.

10. Administration

The Commission will provide oversight and management for all redevelopment activities in the Project Area, including, but not limited to, coordination of the planning, marketing, and disposition of properties, management of infrastructure improvements, and the caretaking and maintenance of acquired assets. Total estimated funding for this implementation activity over the first five years of the Project, as estimated on the feasibility cash flow in Section V, is projected to total \$77,000.

A matrix illustrating the relationship between the Agency's goals and redevelopment programs and expenditures proposed in the overall elimination of blighting conditions found in the Project Area is included as Table 23.

Affordable Housing Program

As required by State law, 20 percent of the gross tax increment funds received by the Commission must be deposited into a fund that assists in the preservation and production of affordable housing. The Commission would use these funds for residential rehabilitation grants and to financially assist new housing construction designated for low- and moderate-income persons. Because the proposed Project Area is primarily zoned for industrial and commercial land uses with limited residentially designated areas, the Commission may utilize its affordable housing money elsewhere in the County in accordance with redevelopment law. Possible funding opportunities include first time homebuyers programs, rehabilitation of existing housing stock, new housing construction, rental assistance, and housing administrative costs. The Commission's affordable housing program will assist in the rehabilitation of existing deteriorated buildings and alleviate the existence of substandard structures and current overcrowding conditions. However, it is not anticipated for the first five years of the Plan that housing activities will be implemented since only \$106,000 in Housing Funds will be generated from gross tax increment revenues based upon the feasibility cash flow in Section V.

(1) Proportional Expenditures of Housing Fund Monies

The Project Area is subject to the Section 33334.4 requirement that the Commission expend Housing Fund monies in accordance with an income proportionality test and an age restriction proportionality test. These proportionality tests must be met every 10 years through the termination of the Project Area life. These tests do not have to be met on an annual basis.

(a) Very-Low and Low Income Housing Expenditures

The income proportionality test requires the Commission to expend Set-Aside funds in proportion to the housing needs that have been determined for the community pursuant to Section 65584 of the Government Code. The proportionality test used in this Implementation Plan is based on the most current Regional Housing Needs Assessment (RHNA) for the unincorporated portions of Los Angeles County as prepared by the Southern California Association of Governments (SCAG). Based on the November 2000 RHNA, the County's minimum required allocation for very-low and low-income expenditures, and maximum moderate income housing expenditures at this time are approximately as follows:

TABLE 23

Whiteside Redevelopment Project

RELATIONSHIP OF AGENCY GOALS AND PROGRAMS TO BLIGHT ELIMINATION

Agency Goals	Agency Programs to Implement Projects that will Attain Redevelopment Plan Goals	Blighting Conditions Addressed by Programs											
		PHYSICAL BLIGHTING CONDITIONS	Unsafe/Unhealthy Buildings	Factors Preventing or Substantially Hindering Viable Use/Capacity, Including Inadequate Parking	Incompatible Uses	Irregularly Shaped/Inadequately Sized Parcels Under Multiple Ownership	ECONOMIC BLIGHTING CONDITIONS	Depreciated/Stagnant Property Values or Impaired Investments	Abnormally High Business Vacancies, Abnormally Low Lease Rates, High Turnover Rates, Abandoned Buildings, or Excessive Vacant Lots	Lack of Necessary Commercial Facilities	Residential Overcrowding	High Crime Rate	Inadequate Public Facilities and Infrastructure
Encourage the redevelopment of the Project Area subject to and consistent with the County's General Plan and/or specific development plans as may be adopted from time to time through the cooperation of private enterprise and public agencies.	Land Assembly and Relocation Program, Public/Private Development Program, Community Business Revitalization Program, Targeted Business Recruitment, Brownfields, Infrastructure Improvements Program, Streetscape and Gateway Improvements Program, Traffic Circulation, Transit and Parking Improvement Projects, Community Centers, Parks and Open Space Projects, and Affordable Housing Program.		X	X	X	X		X	X	X	X	X	
Enhance the long-term economic well being of the Project Area.	Land Assembly and Relocation Program, Public/Private Development Program, Community Business Revitalization Program, Targeted Business Recruitment, Brownfields, Infrastructure Improvements Program, Streetscape and Gateway Improvements Program, Traffic Circulation, Transit and Parking Improvement Projects, Community Centers, Parks and Open Space Projects, and Affordable Housing Program.		X	X	X	X		X	X	X	X	X	
Provide public infrastructure improvements and community facilities, such as the installation, construction, and/or reconstruction of streets, utilities, public buildings and facilities, storm drains, utility undergrounding, street lighting, landscaping, and other improvements which are necessary for the effective redevelopment of the Project Area.	Public/Private Development Program, Infrastructure Improvements Program, Streetscape and Gateway Improvements Program, Traffic Circulation, Transit and Parking Improvement Projects, Community Centers, Parks and Open Space Projects.							X			X	X	

TABLE 23
Whiteside Redevelopment Project
RELATIONSHIP OF AGENCY GOALS AND PROGRAMS TO BLIGHT ELIMINATION

Agency Goals	Agency Programs to Implement Projects that will Attain Redevelopment Plan Goals	Blighting Conditions Addressed by Programs											
		PHYSICAL BLIGHTING CONDITIONS	Unsafe/Unhealthy Buildings	Factors Preventing or Substantially Hindering Viable Use/Capacity, Including Inadequate Parking	Incompatible Uses	Irregularly Shaped/Inadequately Sized Parcels Under Multiple Ownership	ECONOMIC BLIGHTING CONDITIONS	Depreciated/Stagnant Property Values or Impaired Investments	Abnormally High Business Vacancies, Abnormally Low Lease Rates, High Turnover Rates, Abandoned Buildings, or Excessive Vacant Lots	Lack of Necessary Commercial Facilities	Residential Overcrowding	High Crime Rate	Inadequate Public Facilities and Infrastructure
Provide for participation in the redevelopment of property in the Project Area, where feasible, by owners who agree to so participate in conformity with the Redevelopment Plan.	Land Assembly and Relocation Program, Public/Private Development Program, Community Business Revitalization Program, Targeted Business Recruitment, Brownfields, and Affordable Housing Program.		X	X	X	X		X	X			X	
Encourage joint efforts and cooperative efforts among property owners, businesses and public agencies to achieve desirable economic development goals and programs and to reduce or eliminate deteriorating conditions.	Land Assembly and Relocation Program, Public/Private Development Program, Community Business Revitalization Program, Targeted Business Recruitment, Brownfields, and Affordable Housing Program.		X	X	X	X		X	X	X	X	X	
Increase, improve and preserve the community's supply of affordable housing within and outside of the Project Area.	Land Assembly and Relocation Program, Public/Private Development Program, and Affordable Housing Program.		X		X	X		X			X	X	
Acquire real property.	Land Assembly and Relocation Program, Public/Private Development Program, and Affordable Housing Program.		X	X	X	X		X					

Category	RHNA % Threshold (rounded)
Very-Low Income	At least 34%
Low Income	At least 28%
Moderate Income	No more 38%
Total	100%

Section 33334.4 requires that at least 34 percent of the Housing Fund monies dedicated to projects and programs be spent on housing for very-low income households. In addition, at least 28 percent of these funds must be spent on housing for low-income households, and no more than 38 percent of the funds can be spent on moderate-income households. However, the Commission is entitled to expend a disproportionate amount of the funds for very-low income households, and to subtract a commensurate amount from the low and/or moderate-income thresholds. Similarly, the Commission can provide a disproportionate amount of funding for low income housing by reducing the amount of funds allocated to moderate-income households. In no event can the expenditures targeted to moderate-income households exceed the established threshold amount.

The projected housing set-aside tax increment allocations based upon household income levels are shown in the following table (as an example) for the first five years and the first 10 years of the proposed Plan in accordance with CRL Section 33334.4. However, as previously stated, there will be a limited amount of Housing Fund revenues generated from tax increment in the first five years of the Project; therefore, housing programs and related activities discussed within this Report will likely occur in the subsequent five-year implementation period (2011-2016) once the Housing Fund has accumulated enough revenue to implement these programs.

Housing Funds by Income Levels

Unit Income Level	% Allocation	5-Year Housing Set-Aside Tax Increment Projections	10-Year Housing Set-Aside Tax Increment Projections
Very Low	34%	\$36,040	\$183,600
Low	28%	\$29,680	\$151,200
Moderate	38%	\$40,280	\$205,200
Total	100%	\$106,000	\$540,000

(b) Age Restricted Housing Expenditures

Section 33334.4 (as amended and effective January 1, 2006) also requires that moneys in the Housing Fund for low and moderate income persons and families be used to assist housing that is available to all persons regardless of age in at least the same portion as the number of low-income households with a member under age 65 years bears to the total number of low income households of the community as reported in the most recent census of the United States Census Bureau. According to the 2000 Census, the low income households with members under the age of 65 represent approximately 78 percent of the low income households within the County. Conversely, low income households that do not have any members under age 65 represent approximately 22 percent of the low income households within the County. The following summarizes the allocation of housing fund monies for the five year (2007-11) and 10-year (2007-1016) periods.

Housing Funds by Age

Age Category	% Allocation	5-Year Housing Set-Aside Tax Increment Projections	10-Year Housing Set-Aside Tax Increment Projections
Senior	22% Max.	\$23,320	\$118,800
Unrestricted	78% Min.	\$82,680	\$421,200
Total	100%	\$106,000	\$540,000

(2) Transfer of Housing Funds to Other Providers

The Project Area is subject to the CRL provisions requiring the transfer of housing funds to other housing producers in the County area in certain circumstances. Such transfers could possibly occur if the Housing Fund contained “excess surplus.” Excess surplus means any unexpended and unencumbered amount in a Project Area’s Housing Fund that exceeds the greater of one million dollars (\$1,000,000) or the aggregate amount deposited into the Housing Fund during the project’s preceding four fiscal years.

The Commission does not anticipate having an excess surplus during the current Implementation Plan cycle or throughout the subsequent remaining life of the Redevelopment Plan.

(3) Requirements of Section 33413

(a) Replacement Housing

Per the requirements of Section 33413(a) of the CRL, whenever dwelling units housing persons and families of low or moderate income are destroyed or removed from the low and moderate income housing market as part of a redevelopment project which is subject to a written agreement with the Commission or where financial assistance has been provided by the Commission, the Commission must rehabilitate, develop or construct, or cause to be rehabilitated, developed or constructed, an equal number of replacement dwelling units which have an equal or greater number of bedrooms as those destroyed or removed at affordable housing costs within the territorial jurisdiction of the Commission. These units must be created within four years of the destruction of the original units.

There are approximately 141 existing dwelling units within the Project Area, of which, 80 dwelling units are located within residentially zoned areas. The remaining 61 dwelling units currently are located in areas zoned for industrial or commercial uses. It is possible over the life of the Plan that these 61 dwelling units are destroyed as a result of voluntary sale or removed from the low and moderate income housing market in order to implement the County's General Plan. However, due the limited amount of revenues in the non-housing and Housing Fund in the first five years of the Plan, the Commission does not anticipate that its activities during the first five years of the Plan will trigger the replacement housing requirements of Section 33413(a).

(b) Inclusionary Housing

Section 33413(b) imposes certain affordable housing production requirements on redevelopment project areas adopted on or after January 1, 1976. The production obligation is measured as a function of the new development or substantial rehabilitation of units within redevelopment project areas. A unit is defined to be substantially rehabilitated if the rehabilitation cost is greater than or equal to 25 percent of the after-rehabilitation value. The obligation is triggered irrespective of whether the units are developed or substantially rehabilitated by a redevelopment agency [commission] or private entities. The production requirements imposed by Section 33413 are as follows:

1. At least 30 percent of all new or substantially rehabilitated units developed by an agency [commission] shall be available at

affordable housing costs to low or moderate income households. Not less than 50 percent of these units are required to be available to very-low income households. "Developed by an agency" means the units that an agency itself constructs or substantially rehabilitates.

2. At least 15 percent of the total of all new or rehabilitated units developed or substantially rehabilitated within a redevelopment project area, by public or private entities other than the redevelopment agency [commission], shall be available at affordable housing costs to low or moderate income households. Not less than 40 percent of these units are required to be available to very-low income households.

The production requirements imposed by Section 33413 are cumulative, and they must be filled within a 10-year period beginning at the time the Project Area is adopted. As shown in the table below, the Commission anticipates very minimal residential development within the Project Area during the first five years of the Plan that will trigger the inclusionary housing requirements pursuant to CRL Section 33413. Based upon the potential development of 80 residential units²² by the private sector and not the Commission within the Project Area over the life of the Plan, approximately 12 dwelling units will be restricted for low and moderate income persons and families, of which, five units would be restricted for very low-income persons and families. Furthermore, the Commission anticipates the potential development of only nine units in the first five years and 38 total units in the first 10 years of the Plan. If these 38 housing units are developed by the private sector and not the Commission within the Project Area over the first 10 years of the Plan, approximately six dwelling units will be restricted for low and moderate income persons and families, of which, three units would be restricted for very low-income persons and families. In addition, the Commission, as necessary, may expend a portion of its Housing Funds outside the Project Area within the unincorporated communities of Los Angeles County in order to meet its housing obligations. However, at this time, the number of residential units the Commission will assist outside the Project Area over the next ten years or over the life of the Plan is not known. The Commission anticipates funding a variety of programs designed to increase the supply of affordable housing once there are sufficient funds available to implement these programs.

²² Based upon Table 22 of this Report which shows that new residential development within the Project Area will consist of 80,000 square feet or 80 units at 1,000 square feet per unit.

*Total Projected Housing Production Within Project Area and Inclusionary
Obligation Requirement*

Income Category	5-Year Period (2006-2011)	10-Year Period (2006-2016)	Life of the Redevelopment Plan (2006-2036)
Very Low	1 unit	3 units	5 units
Low/Moderate	1 unit	3 units	7 units
Above Moderate or other	9 units	32 units	68 units
Total	11 units	38 units	80 units

Note: "other" could mean additional units developed for persons or families of very low-, low or moderate income levels.

VII. METHOD OR PLAN FOR RELOCATION

Section 33352(f) of the CRL requires that the Commission's Report to the Board of Supervisors contain a "Method or Plan" for the relocation of families and persons to be temporarily or permanently displaced from housing facilities in the project area, which...shall include the provision required by Section 33411.1.

Section 33411 of the CRL requires the Commission to prepare a feasible "method or plan" for relocation of families or persons to be temporarily or permanently displaced from housing facilities in the Project Area, and for nonprofit local community institutions to be temporarily or permanently displaced from facilities actually used for institutional purposes in the Project Area. Section 33411.1 requires the legislative body to insure that "...such method or plan of the agency...shall provide that no persons or families of low- and moderate- income shall be displaced unless and until there is a suitable housing unit available and ready for occupancy by such displaced person or family at rents comparable to those at the time of their displacement. Such housing units shall be suitable to the needs of such displaced persons or families and must be decent, safe, sanitary, and otherwise standard dwelling. The agency shall not displace such person or family until such housing units are available and ready for occupancy."

This Method or Plan for Relocation is not intended to be a "Relocation Plan" within the meaning of Section 6038 of the "Relocation Assistance and Real Property Acquisition Guidelines" promulgated by the California Department of Housing and Community Development (California Code of Regulations, Division 1 of Title 25, commonly called the "State Guidelines"). As described below, a Section 6038 Relocation Plan is not prepared until the Commission initiates negotiations for the acquisition of real property and prior to proceeding with any phase of a public improvement or facility project or other implementation activity that would result in any displacement other than an insignificant amount of non-residential displacement.

A. COMMISSION DISPLACEMENT

The Commission anticipates that its programs of land assembly and upgrading and installation of public improvements and facilities needed within the Project Area will provide an incentive for future owners and the private sector to develop or redevelop vacant, underutilized and blighted properties and to achieve the goals and objectives for the redevelopment of the Project Area. To the extent that the Commission acquires occupied property for land assembly or other purposes in the future, or enters into agreements with future owners, developers, or others under which occupants will be required to move, the Commission will cause or will be responsible, to the extent provided by law, for causing such displacement of occupants. The Commission is not responsible for any displacement, which may occur as a result of private development activities not directly assisted by the Commission under a disposition and development, participation, or other such agreement.

B. RELOCATION IN THE EVENT OF COMMISSION DISPLACEMENT

Displacement of businesses or tenants may occur under Commission programs and activities over the 30-year life of the Redevelopment Plan. Should such displacement occur, the Commission will provide persons, families, business owners and tenants displaced by Commission activities with monetary and advisory relocation assistance consistent with the California Relocation Assistance Law (State Government Code, Section 7260 et seq.), the State Guidelines adopted and promulgated pursuant thereto, and the provisions of the Redevelopment Plan for the Whiteside Redevelopment Project.

The Commission will pay all relocation payments required by State and Federal law. The following portions of this Method or Plan for Relocation outline the general relocation rules and procedures, which must be adhered to by the Commission in activities requiring the relocation of persons and businesses. Also identified below are the Commission determinations and assurances, which must be made prior to undertaking relocation activities. The Commission's functions in providing relocation assistance and benefits are also summarized.

C. RULES AND REGULATIONS

In connection with the preparation of a Relocation Plan adopted pursuant to Section 6038 of the State Guidelines, the Commission shall adopt rules and regulations that: (1) implement the requirements of California Relocation Assistance Law (Government Code, Chapter 16 of Division 7 of Title 1, commencing with Section 7260) (the "Act"); (2) are in accordance with the provisions of the State Guidelines; (3) meet the requirements of the California Community Redevelopment Law and the provisions of the Redevelopment Plan and (4) are appropriate to the particular activities of the Commission and not inconsistent with the Act or the State Guidelines.

D. COMMISSION DETERMINATIONS AND ASSURANCES

1. The Commission may not proceed with any phase of a project or other activity which will result in the displacement of any person or business until it makes the following determinations:
 - a. Fair and reasonable relocation payments will be provided to eligible persons as required by State and Federal law, the State Guidelines, and Commission rules and regulations adopted pursuant thereto.
 - b. A relocation assistance advisory program offering the services described in the State Guidelines will be established.

- c. Eligible persons will be adequately informed of the assistance, benefits, policies, practices and procedures, including grievance procedures, provides for in the State Guidelines.
 - d. Based upon recent survey and analysis of both the housing needs of persons who will be displaced and available replacement housing, and considering competing demands for that housing, comparable replacement dwellings will be available, or provided, if necessary, within a reasonable period of time prior to displacement sufficient in number, size and cost for the eligible persons who require them.
 - e. Adequate provisions have been made to provide orderly, timely and efficient relocation of eligible persons to comparable replacement housing available without regard to race, color, religion, sex, marital status, or national origin with minimum hardship to those affected.
 - f. A Relocation Plan meeting the requirements of State law and the State Guidelines has been prepared.
- 2. No person shall be displaced until the Commission has fulfilled the obligations imposed by State and Federal law, the California Community Redevelopment Law, the Redevelopment Plan, the State Guidelines and the Commission rules and regulations.
 - 3. No persons or families of low and moderate income shall be displaced unless and until there is a suitable housing unit available and ready for occupancy by such displaced person or family at rents comparable to those at the time of their displacement. Such housing units shall be suitable to the needs of such displaced persons or families and must be decent, safe, sanitary and an otherwise standard dwelling. The Commission shall not displace such persons or families until such housing units are available and ready for occupancy.
 - 4. If any portion of the Project Area is developed by the Commission with low or moderate income housing units, the Commission shall require by contract or other appropriate means that such housing be made available for rent or purchase to the persons and families of low and moderate income displaced by Commission activities. Such persons and families shall be given priority in renting or buying such housing; provided, however, that failure to give such priority shall not affect the validity of title to real property.
 - 5. If suitable housing units are not sufficiently available in the community for low and moderate income persons and families to be displaced by the Commission from the Project Area, the Board of Supervisors shall assure that sufficient land is made available for suitable housing for rental or purchase by low and moderate

income persons and families. If suitable housing units are not sufficiently available for use by such persons and families of low and moderate income displaced by Commission activities within the Project Area, the Commission may, to the extent of that deficiency, direct or cause the development, rehabilitation, or construction of housing units within the County.

6. Permanent housing facilities shall be made available within three years from the time occupants are displaced by the Commission, and pending the development of such facilities there will be available to such displaced occupants adequate temporary housing facilities at rents comparable to those in the County at the time of their displacement.

E. RELOCATION ASSISTANCE ADVISORY PROGRAM AND ASSURANCE OF COMPARABLE REPLACEMENT HOUSING

The Commission shall implement a relocation assistance advisory program, which satisfies the requirements of the State law and Article 2 of the State Guidelines and the Civil Rights Act. Such program shall be administered so as to provide advisory services which offer maximum assistance to minimize the hardship of displacement and to ensure that (a) all persons and families displaced from their dwellings are relocated into housing meeting the criteria for comparable replacement housing contained in the State Guidelines, and (b) all persons displaced from their places of business are assisted in reestablishing with a minimum of delay and loss of earnings. No eligible person shall be required to move from his/her dwelling unless adequate replacement dwelling is available to such person.

The following outlines the general functions of the Commission in providing relocation assistance advisory services. Nothing in this section is intended to permit the Commission to displace persons other than in a manner prescribed by law, the State Guidelines and the adopted Commission rules and regulations prescribing the Commission's relocation responsibilities.

F. ADMINISTRATIVE ORGANIZATION

1. Responsible Entity

The Commission is responsible for providing relocation payments and assistance to site occupants (persons, families, business owners and tenants) displaced by the Commission from the Project Area, and the Commission will meet its relocation responsibilities through the use of its staff and consultants, supplemented by assistance from local realtors and civic organizations.

2. Functions

The Commission's staff and/or consultants will perform the following functions:

1. Prepare a Relocation Plan as soon as possible following the initiation of negotiations for acquisition of real property by the Commission and prior to proceeding with any phase of a public improvement or facility project or other implementation activity that will result in any displacement other than an insignificant amount of non-residential displacement. Such Relocation Plan shall conform to the requirements of the Section 6038 of the State Guidelines. The Commission shall interview all eligible persons, business concerns, including non-profit organizations, to obtain information upon which to plan for housing and other accommodations, as well as to provide counseling and assistance needs.
2. Provide such measures, facilities or services as needed in order to:
 - a. Fully inform persons eligible for a parcel of land as to the availability of relocation benefits and assistance and the eligibility requirements therefor, as well as the procedures for obtaining such benefits and assistance, in accordance with the requirements of Section 6046 of the State Guidelines.
 - b. Determine the extent of the need of each such eligible person for relocation assistance in accordance with the requirements of Section 6048 of the State Guidelines.
 - c. Assure eligible persons that within a reasonable period of time prior to displacement there will be available comparable replacement housing meeting the criteria described in Section 6008(c) of the State Guidelines, sufficient in number and kind for and available to such eligible persons.
 - d. Provide current and continuing information on the availability, prices and rentals of comparable sales and rental housing, and of comparable commercial properties and locations, and as to security deposits, closing costs, typical down payments, interest rates, and terms for residential property in the area.
 - e. Assist each eligible person to complete applications for payments and benefits.
 - f. Assist each eligible, displaced person to obtain and move to a comparable replacement dwelling.

- g. Assist each eligible person displaced from his/her business in obtaining and becoming established in a suitable replacement location.
- h. Provide any services required to insure that the relocation process does not result in different or separate treatment on account of race, color, religion, national origin, sex, sexual orientation, marital status or other arbitrary circumstances.
- i. Supply to such eligible persons information concerning federal and state housing programs, disaster loan and other programs administered by the Small Business Administration, and other federal or state programs offering assistance to displaced persons.
- j. Provide other advisory assistance to eligible persons in order to minimize their hardships. As needed, such assistance may include counseling and referrals with regard to housing, financing, employment, training, health and welfare, as well as the assistance.
- k. Inform all persons who are expected to be displaced about the eviction policies to be pursued in carrying out the Project, which policies shall be in accordance with the provisions of Section 6058 of the State Guidelines.
- l. Notify in writing each individual tenant and owner-occupant to be displaced at least 90 days in advance prior to requiring a person to move from a dwelling or to move a business.
- m. Coordinate the Commission's relocation assistance program with the project work necessitating the displacement and with other planned or proposed activities of other public entities in the community or other nearby areas which may affect the implementation of its relocation assistance program.

3. Information Program

The Commission shall establish and maintain an information program that provides for the following:

- a. Within 60 days following the initiation of negotiations and not less than 90 days in advance of displacement, except for those situations described in subsection 6042(e) of the State Guidelines, the Commission shall prepare and distribute informational materials (in the language most easily understood by the recipients) to persons eligible for Commission relocation benefits and assistance.

- b. Conducting personal interviews and maintaining personal contacts with occupants of the property to the maximum extent practicable.
- c. Utilizing meetings, newsletters and other mechanisms, including local media available to all persons, for keeping occupants of the property informed on a continuing basis.
- d. Providing each person written notification as soon as his/her eligibility status has been determined.
- e. Explaining to persons interviewed the purpose of relocation needs survey, the nature of relocation payments and assistance to be made available, and encouraging them to visit the relocation office for information and assistance.

4. Relocation Record

The Commission shall prepare and maintain an accurate relocation record for each person to be displaced as required by the State of California.

5. Relocation Resources Survey

The Commission shall conduct a survey of available relocation resources in accordance with Section 6052 of the State Guidelines.

6. Relocation Payments

The Commission shall make relocation payments to or on behalf of eligible displaced persons in accordance with and to the extent required by State and Federal law.

a. Temporary Moves

Temporary moves would be required only if adequate resources for permanent relocation sites are not available. Staff shall make every effort to assist the site occupant in obtaining permanent relocation resources prior to initiation of a temporary move, and then only after it is determined that Commission activities in the Project Area will be seriously impeded if such move is not performed.

b. Last Resort Housing

The Commission shall follow State law and the criteria and procedures set forth in Article 4 of the State Guidelines for assuring that if the Commission action results, or will result in displacement, and comparable replacement housing will not be available as needed, the Commission shall use its funds or fund authorized for the Project to provide such housing.

c. Eviction Policy

Eviction for cause is permissible only as a last resort and must conform to state and local law. If a person is evicted for cause on or after the effective date of a notice of displacement issued, displaced persons retain the right to the relocation payments and other assistance for which they may be eligible.

d. Grievance Procedures

The Commission may adopt grievance procedures to implement the provisions of the State law and Article 5 of the State Guidelines. The purpose of the grievance procedures is to provide Commission requirements for processing appeals from Commission determinations as to the eligibility for, and the amount of a relocation payment, and for processing appeals from persons aggrieved by the Commission's failure to refer them to comparable permanent or adequate temporary replacement housing. Potential displaced persons will be informed by the Commission of their right to appeal regarding relocation payment claims or other decisions made affecting their relocation.

e. Relocation Appeals Board

Any person who disagrees with a determination regarding eligibility for, or amount of, a relocation payment, may have his/her claim received and reconsidered. Should it be found that relocation activities are necessary, the Relocation Appeals Board will, after a public hearing, transmit its findings and recommendations to the Commission.

VIII. ANALYSIS OF THE PRELIMINARY PLAN

A preliminary plan is a generalized planning document required by the CRL as one of the first steps in consideration of a proposed redevelopment plan. The primary purpose of the preliminary plan is the designation of boundaries which, following substantial documentation and analysis, are approved by the planning commission and adopted by the legislative body.

The Preliminary Plan describes the boundaries of the Project Area, contains general statements of land use, layout of principal streets, population densities, building intensities and building standards proposed as the basis of redevelopment of the Project Area. The Preliminary Plan also shows how the purposes of the CRL would be attained through the redevelopment of the area, and states that it conforms to the County of Los Angeles General Plan. The Preliminary Plan also describes the general impact of the Project upon the residents of the surrounding neighborhoods.

On March 1, 2005, the Board of Supervisors, by resolution, designated a survey area boundary to determine if a redevelopment project is feasible for that area (Appendix D). From that survey area boundary, the Project Area boundaries are selected and the Preliminary Plan is prepared. The Preliminary Plan for the Whiteside Redevelopment Project was adopted by the County of Los Angeles Planning Commission ("Planning Commission") on March 2, 2005 by resolution (Appendix D). The Preliminary Plan was subsequently accepted by the Commission on March 29, 2005 by resolution (Appendix D). These actions initiated the process of adopting the Redevelopment Plan and established the boundaries of the Project Area. The proposed Redevelopment Plan for the Whiteside Redevelopment Project conforms to the standards and provisions of the Preliminary Plan. The Project Area boundaries remain the same and include the same principal streets, the same land uses, building intensities and building standards described in the Preliminary Plan.

IX. REPORT AND RECOMMENDATION OF THE PLANNING COMMISSION

Section 33352(h) of the CRL requires that the Commission's Report to the Board of Supervisors contain the report and recommendations of the Planning Commission of the County of Los Angeles on the proposed Plan. Section 33352 (j) of the CRL requires that the Commission's Report to the Board of Supervisors contain the report required by Section 65402 of the Government Code. Section 65402(c) states among other things, that no real property should be acquired by dedication or otherwise for public purposes, no real property shall be disposed of, no street shall be vacated or abandoned and no public building or structure shall be constructed or authorized until such activities have been submitted to and reported upon by the local planning agency as to conformity with the jurisdiction's adopted general plan.

On November 15, 2005, the Commission, by resolution, accepted the draft Plan and authorized transmittal of the draft Plan to the Planning Commission of the County of Los Angeles (see Appendix E). On November 16, 2005, Commission staff transmitted the proposed Plan to the Planning Commission. The Planning Commission has 30 days within receiving the proposed Plan to make and file its report and recommendations with the Commission. On November 30, 2005, the Planning Commission, by resolution, adopted their report regarding the consistency of the proposed Plan with the County's General Plan and recommend that the Commission and Board of Supervisors adopt the proposed Plan. The Planning Commission's report regarding the consistency of the proposed Plan with the County General Plan, and the recommendations on the proposed Plan is included within this Report as Appendix F.

X. SUMMARY OF COMMUNITY CONSULTATIONS

Section 33352(i) of the CRL requires that the Commission's Report to the Board of Supervisors contain the summary referred to in Section 33387. Section 33387 of the CRL refers to the consultations with the PAC and the record of information exchanged between the PAC and the Commission. A PAC was not formed in connection with this Redevelopment Plan because the Agency will not have eminent domain authority to acquire property within the Project Area on which any persons reside.

In lieu of a PAC, the Commission will consult with and obtain the advice of property owners, business owners, tenants, community organizations, and other interested parties within the Project Area at a community information meeting to be held on June 7, 2006. Notice of this meeting will be mailed to all of the occupants and property owners within the Project Area as part of the notice of joint public hearing mailing described below. The community information meeting will consist of a presentation including an overview of redevelopment, the purposes of the proposed Plan, followed by a comment, question and answer session. Copies of the Commission's Owner Participation Rules, Redevelopment Plan, and map of the Project Area will be available. A summary of the community information meeting will be provided to the Commission and Board of Supervisors as part of a supplement to this Report prior to consideration and action on the proposed Plan.

In addition to the community information meeting described above, the Commission will consult with and obtained the advice of property owners, business owners, tenants, community organizations, and other interested parties at the joint public hearing meeting of the Board of Supervisors and the Commission on the proposed Plan scheduled for June 27, 2006, at 9:30 a.m. Per CRL Section 33349, the Commission will send a first class mailing containing the required Notice of Joint Public Hearing to the last known assessee (the "property owner") of each parcel of land and to all tenants and business owners within the proposed Project Area. This notice will contain a letter explaining the purpose of the Joint Public Hearing and other pertinent information such as the meeting date, time and location. The Board of Supervisors and Commission Board will consent to holding the Joint Public Hearing, along with approving the contents of the mailing, at the meeting on May 23, 2006. The Notice of Joint Public Hearing will also be published in a newspaper of record for four (4) consecutive weeks, in compliance with CRL Sections 33349 and 33361. The days of publication are scheduled for May 30 and June 6, 13 and 20, 2006.

XI. ENVIRONMENTAL COMPLIANCE (ENVIRONMENTAL IMPACT REPORT)

Section 33352 (k) of the CRL requires that the Commission's Report to the Board of Supervisors contain the report required by Section 21151 of the Public Resources Code (Environmental Impact Report). The Draft Environmental Impact Report (EIR) is included under a separate cover and is an attachment to this Report and is incorporated herein by this reference. The Draft EIR contains the existing conditions, impacts and mitigation measures and other contents required by the California Environmental Quality Act Guidelines (Title 14 California Code of Regulations, Section 15000 *et seq.*).

The Notice of Preparation/Initial Study prepared for the Draft EIR identified the following issues as having effects that were found not to be significant and, therefore, no further analysis within the Draft EIR was determined necessary:

- Population and Housing
- Agricultural Resources
- Land Use
- Recreation
- Aesthetics
- Biological Resources
- Geology and Soils
- Mineral Resources
- Public Services
- Utilities and Service Systems
- Hydrology and Water Quality

The Notice of Preparation/Initial Study identified the following issues as having potential impacts as a result of the implementation of the proposed Plan, which required the preparation of a Draft EIR and included the existing conditions, analysis of the impacts, and, as necessary, mitigation measures to reduce those impacts to a less-than-significant level:

- Traffic and Circulation
- Air Quality
- Noise
- Hazards and Hazardous Materials
- Cultural Resources

Based upon information contained in the Draft EIR, all of the issues above would have no significant environmental impacts as a result of the proposed Amendment or could be mitigated to a level of less-than-significant except for certain impacts related to traffic and circulation. Projected growth within the Project Area would increase traffic levels on the local circulation system, potentially resulting in significant impacts at seven (7) of the nine (9) study area intersections located in the County. Impacts can be reduced to below a level of significance through physical improvements for six of the seven intersections with the lone exception being the Paseo Rancho Castilla/ Eastern Avenue intersection which cannot be mitigated.

The Draft EIR was circulated to the affected taxing entities and responsible environmental agencies for a 45-day review period beginning on March 15, 2006 and ending on April 29, 2006. The Draft EIR contains a list of the State agencies and departments that received a copy of the Draft EIR. Any comments received on the Draft EIR and the Commission's response to the comments received on the Draft EIR will be included within the Final EIR. The Final EIR will be part of a Supplement to this Report and be presented to the Commission and Board of

Supervisors prior to their consideration for adoption of the proposed Plan. The Commission proposes to have a public hearing on the proposed Plan and related Environmental Impact Report on June 27, 2006, with the possible certification of the Final EIR at the June 27, 2006 meeting or at a subsequent meeting scheduled for July 11, 2006.

XII. NEIGHBORHOOD IMPACT REPORT

Section 33352(m) of the CRL requires that the Commission's Report to the Board of Supervisors contain a neighborhood impact report if the redevelopment project contains low or moderate income housing. The purpose of the neighborhood impact report is to describe in detail the impact of the proposed actions upon the residents of the Project Area and surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, effect on school population and quality of education, property assessments and taxes, and other matters affecting the physical and social quality of the neighborhood. The neighborhood impact report is also to include: (a) the number of dwelling units housing persons and families of low or moderate income expected to be destroyed or removed from the low and moderate income housing market as part of the redevelopment project; (b) the number of persons and families (households) of low or moderate income expected to be displaced by the project; (c) the general location of housing to be rehabilitated, developed, or constructed pursuant to Section 33413 of the CRL; (d) the number of dwelling units housing persons and families of low and moderate income planned for construction or rehabilitation, other than replacement housing; (e) the projected means of financing the proposed dwelling units for housing persons and families of low and moderate income planned for construction or rehabilitation, and (f) a projected timetable for meeting the relocation, rehabilitation and replacement housing objectives.

A. IMPACTS ON RESIDENTS IN THE PROJECT AREA AND SURROUNDING AREAS

1. Relocation

The Project Area contains residential dwelling units, a portion of which are assumed to be occupied by low and moderate income persons or families. At this time, the Commission does not have any specific plans to displace any low and moderate income persons or families. Furthermore, as described in the proposed Plan, the Commission may not acquire by eminent domain any real property located in the Project Area on which any persons reside. Any voluntary displacement which occurs as a result of Commission redevelopment activities will be mitigated by relocation assistance including financial payments, advisory assistance, and replacement housing plan provisions of State law relating to Commission assisted developments. These provisions are further described in the Commission's Method or Plan for Relocation, which is included within Section VII of this Report.

It is anticipated that existing non-residential, underutilized and vacant parcels will be selected as first development sites. However, from time to time throughout the life of the Redevelopment Plan, residential displacement and relocation may occur in conjunction with voluntarily negotiated acquisitions. Displacement and relocation resulting from redevelopment activity are generally dependent upon the following factors:

- Market demand for various types of development;
- Availability of funds to finance redevelopment activities; and
- Commission's ability to meet applicable relocation and housing replacement requirements under the CRL for low and moderate income families.

Residents will not be displaced unless and until there are suitable relocation facilities available for occupancy at rents or costs comparable to those paid at the time of displacement. The Commission will assist residents in finding housing, that is decent, safe and sanitary and within their financial means, in reasonably convenient locations and otherwise suitable to their needs. As previously stated, any displacement which occurs as a result of Commission redevelopment activities will be mitigated by relocation assistance including financial payments, advisory assistance, and replacement housing plan provisions of State law relating to Commission assisted developments.

Additionally, it is possible that implementation of the proposed Plan may require the temporary or permanent displacement and relocation of non-residential occupants within the Project Area. In every case, the Commission will diligently use its best efforts to attempt to find relocation sites meeting the required needs of the individual business displaced by the Commission activity as required by law. Furthermore, the Commission will work with property owners to provide every opportunity for them to participate in the rehabilitation or redevelopment of their own properties and/or other properties in the Project Area. The Commission will additionally offer re-entry opportunities where feasible to existing business owners and tenants on a preference basis.

2. Traffic Circulation

As described in the Draft Environmental Impact Report prepared for the proposed Plan (under a separate cover and incorporated herein by this reference), the adoption of the Plan would not result in any significant impacts except for the unavoidable significant impacts at the Paseo Rancho Castilla/Eastern Avenue intersection which cannot be mitigated. However, the proposed Plan would provide tax increment funding for infrastructure projects that would minimize the impact of planned development consistent with adopted plans and improvements.

3. Environmental Quality

The environmental impacts of the proposed Plan were analyzed in the Draft Environmental Impact Report. As previously noted, the Draft Environmental Impact Report analyzed impacts on the following: air quality, cultural resources, hazards and hazardous materials, noise, and traffic and circulation. However, it was determined that all of the issues above would have no environmental impacts as a result of the proposed Plan or could be mitigated to a level of less-

than-significant except for the unavoidable significant impacts related to traffic and circulation regarding the Paseo Rancho Castilla/Eastern Avenue intersection.

4. Community Facilities and Services

The Draft Environmental Impact Report did not analyze impacts on community services as these impacts were determined to be insignificant, including impacts upon public safety (Fire, Police), health care, social services, emergency medical, public schools, solid waste disposal, wastewater, water service, stormwater and drainage, water supply, and parks and recreation were considered. The proposed Plan is intended to assist in funding the upgrading and installation of public improvements and facilities, which include street, sewer, water and drainage improvements. Also, as part of the redevelopment program, the Commission would implement a program focused on the need for new or improved community facilities such as parks, community centers, libraries, community gardens, open space and cultural facilities.

Police/fire personnel, schools and parks provide a wide range of services that are affected by population increases. The proposed Plan will not increase the Project Area's population over and beyond the existing conditions. Therefore, community services will not be impacted by physical environmental effects created by the proposed Plan.

Approval of the proposed Plan will not directly generate additional demands for Sheriff's Department and Fire Department services over current levels of demand. However, future redevelopment activities implemented within the Project Area could generate additional demands for Sheriff Department and Fire Department services. Both the Sheriff Department and the Fire Department will be given the opportunity to review and comment on the design of any proposed redevelopment project within the Project Area that could affect public or fire safety.

5. School Population and Quality of Education

Public education services within the Project Area are provided by the Los Angeles Unified School District, Los Angeles Community College District and the Los Angeles County Office of Education. Approval of the proposed Plan would not directly generate additional demands for school facilities/services over current levels of demand. Future redevelopment activities implemented within the Project Area could generate additional demands for school facilities/services. However, through the County's development review process future redevelopment activities implemented within the Project Area would be evaluated to ensure that adequate school facilities are available.

6. Property Assessment and Taxes

The proposed Plan will not cause the property taxes paid by owners to increase. In general, taxable valuations of property within and adjoining the Project Area should increase as development of that property occurs. New development within the Project Area will be assessed at market value, as determined by the assessor. Regardless of whether property is in the Project Area or not, the assessor may increase property valuations for existing properties at the maximum rate of two percent per year allowed under Proposition 13. In cases where property changes hands, the assessor will reassess the added value to property and improvements due to any new development or rehabilitation which occurs.

B. RELOCATION AND LOW AND MODERATE INCOME HOUSING

1. Housing Units to be Destroyed or Removed

Implementation of the proposed Plan may include Commission acquisition of residential property within the Project Area as provided for by the Redevelopment Plan by all means including by gift, devise, exchange, lease, purchase or any other lawful method. However, the Commission is prohibited from acquiring property by eminent domain on which any persons reside. At this time, the Commission does not have any specific plans for the acquisition of any residential uses and in particular low and moderate income housing by any of the methods listed above and as allowed by the proposed Plan.

Should Commission acquisition by means other than the use of eminent domain result in the removal of dwelling units occupied by person or families of low and moderate incomes, the Commission will be required to construct, develop or rehabilitate, or cause the construction, development or rehabilitation of, low and moderate income replacement dwelling units. These "replacement housing units" must be constructed within four years of their destruction or removal, and must be available at affordable housing cost to, and occupied by, persons in the same or a lower income category (very low-, low or moderate) as the persons displaced from those destroyed or removed units. The units must remain affordable for the longest feasible time, but generally not less than 55-years for rental units and 45-years for owner-occupied units as set forth in the CRL Section 33413.

2. Projected Residential Displacement

As mentioned above, the Commission does not have any approved specific plans at this time that would involve the removal of low and moderate income housing units or displacement of low and moderate income residents. Should such displacement be contemplated, the Commission will conduct individual household surveys to determine the exact number, type and

location of comparable replacement housing units and the required number of referrals thereto prior to displacement of any person of low or moderate income.

3. Number and Location of Replacement Housing Units

The specific number and type of replacement housing units required pursuant to CRL Section 33413 has not been determined. Should housing units be destroyed or removed from the low and moderate income housing market by the Commission, suitable replacement housing locations are available within the Project Area or other areas of the County as identified in the County's General Plan as residential infill areas.

The Board of Supervisors and the Commission will make findings as may be necessary to provide such replacement housing. When the Commission acquires property, enters into a disposition and development agreement, participation agreement or other agreement, or undertakes any other activities requiring or causing the destruction or removal of housing units from the low and moderate income housing market, the Commission will provide replacement housing required pursuant to Section 33413 of the CRL and replacement housing plan pursuant to Section 33413.5.

4. Number and Location of Low and Moderate Income Housing Units Planned Other than Replacement Housing

The Commission plans to assist in the construction, rehabilitation and preservation of low and moderate income housing in the Project Area under its housing program as housing set-aside funds are available. These housing programs are described in Section IV of this Report. The Implementation Plan (Section VI of this Report) estimate that a total of 80 housing units will be built in the Project Area during the life of the Redevelopment Plan. This amount of development translates into a production requirement of five (5) very low income units and seven (7) low to moderate income units.

5. Financing Method for Replacement Housing Requirements

The Commission will employ, as necessary, the method outlined in this Report to meet replacement housing requirements and other obligations under the Community Redevelopment Law. As discussed in this Report, not less than 20 percent of all taxes which may be allocated to the Commission pursuant to Section 33670 of Article 4 of the CRL shall be used by the Commission for purposes of increasing, improving, preserving the supply of low and moderate income housing available at affordable housing cost to persons and families of low or moderate income and very low income households. This source of funding is expected to be utilized for replacement housing should the Commission be required to create such housing.

6. Timetable for Provision of Relocation and Replacement Housing

The relocation plan(s) prepared by the Commission for a particular development activity shall contain schedules to insure comparable replacement housing is available in accordance with the requirements of the CRL and the State Relocation Guidelines.

If replacement housing is to be provided pursuant to Section 33413 of the CRL, the Commission shall take necessary steps to cause the construction, rehabilitation or development of such housing in accordance with the time limits prescribed by law. The replacement units must be identified prior to removal of the existing units and completed within four years of the destruction or removal of units. Sub-Section B.1. of this Section XII further describes the replacement housing obligations per the CRL.

C. OTHER MATTERS AFFECTING THE PHYSICAL AND SOCIAL QUALITY OF THE ENVIRONMENT

Implementation of the proposed Plan will allow the Commission to implement its projects and programs which are necessary to correct the existing conditions within the Project Area. By assisting in the implementation of Commission activities, the proposed Plan will provide the Commission the ability to help to alleviate blight and will encourage economic growth and development within the Project Area, making the Project Area a more attractive area, which in turn should stimulate reinvestment.

XIII. THE REPORT OF THE COUNTY FISCAL OFFICER AND THE COMMISSION'S ANALYSIS THEREOF, INCLUDING A SUMMARY OF CONSULTATIONS WITH AFFECTED TAXING ENTITIES

Section 33328 of the CRL requires the county officials charged with the responsibility of allocating taxes under Section 33670 and 33670.5 to prepare and deliver a report to the Commission (the "Fiscal Officer's Report"). This report shall include the following:

1. The total assessed valuation of all taxable property within the Project Area as shown on the Base Year assessment roll;
2. The identification of each taxing agency levying property taxes in the Project Area;
3. The amount of tax revenue to be derived by each taxing agency from the Base Value assessment roll for the project area, including state subventions for homeowners, business inventory, and similar subventions;
4. For each taxing agency, its total ad valorem tax revenues from all property within its boundaries, whether inside or outside of the Project Area;
5. The estimated first year taxes available to the Commission, if any, based upon information submitted by the Commission, broken down by taxing agencies, and;
6. The assessed valuation of the Project Area for the preceding year, or, if requested by the Commission, for the preceding five years, except for state assessed property on the SBE roll.

The County Fiscal Officer's Report was prepared and was received by the Commission on June 23, 2005 (Appendix G). The information contained in the County Fiscal Officer's Report was based upon 2004-05 as the base year ("2004-05 Fiscal Officer's Report"). Subsequent to receiving the 2004-05 Fiscal Officer's Report, the Commission changed the base year from 2004-05 to 2005-06 and notified the State Board of Equalization, County officials and all affected taxing entities of the change in base year. The County Auditor-Controller prepared a revised Fiscal Officer's Report to reflect the change in base year from 2004-05 to 2005-06. The Commission received revised base year assessed values for 2005-06 from the County Auditor-Controller on October 3, 2005 ("2005-06 Fiscal Officer's Report"). The 2005-06 Fiscal Officer's Report (Appendix H) contained only item number 1. (the total assessed valuation of all taxable property within the Project Area as shown on the Base Year assessment roll) of the information required by Section 33328 as listed above. Commission staff had contacted the County Auditor-Controller's Office and requested that the necessary information outlined in numbers 2-6 above be prepared and submitted to the Commission and all affected taxing entities. As of the preparation of this Report, the Commission did not receive this information and therefore pursuant to 33328 (f) will proceed with the adoption of the proposed Plan. In order to provide a meaningful analysis of the Fiscal Officer's Report, where applicable (items 2-4 listed above), the

Report to the Board of Supervisors for the Redevelopment Plan
for the Whiteside Redevelopment Project

Keyser Marston Associates, Inc.

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The Community Development Commission of the County of Los Angeles

Commission's analysis will include information from the 2004-05 Fiscal Officer's Report which will provide an approximate estimate to the actual values and will supplement the information contained in the 2005-06 Fiscal Officer's Report. This is a conservative approach because the assessed values have increased between 2004-05 and 2005-06; therefore, this analysis would be overestimating the actual impact of the effects upon the affected taxing entities.

Pursuant to Section 33352(n) of the CRL, the Report to the Board of Supervisors must include an analysis of the Fiscal Officer's Report and must include a summary of the consultations of the Commission, or attempts to consult by the Commission, with each of the affected taxing agencies. If any of the affected taxing agencies have expressed written objections or concerns with the proposed Project Area as part of the consultations, the Commission shall include a response to these concerns, if any, and, at the discretion of the Commission, proposed or adopted mitigation measures. The following is the analysis of the Fiscal Officer's Report based upon the information provided in the 2004-05 Fiscal Officer's Report and the 2005-06 Fiscal Officer's Report.

A. ANALYSIS OF THE REPORT OF THE COUNTY FISCAL OFFICER

Section 33670 of the CRL states that the Base Year assessment roll for calculation of tax increment revenues is the roll last equalized prior to the effective date of the ordinance adopting the redevelopment plan. Tax rolls are equalized on August 20th of each year. It is anticipated that the Redevelopment Plan for the Whiteside Redevelopment Project may be adopted in June of 2006, resulting in a 2005-2006 assessment roll as the base year roll for the Project Area. As previously stated, a portion of the 2005-06 County Fiscal Officer's Report was received by the Commission on October 3, 2005.

1. Total Assessed Valuation of All Taxable Property Within the Project Area as Shown on the Base Year Assessment Roll

The total gross assessed value for the Project Area in 2005-06 is \$126,630,985, which included \$100,640,974 in secured values, \$25,696,011 in unsecured values, and \$294,000 in home owner exemptions, which for redevelopment purposes is included within the total assessed valuation of the Project Area.

2. Identification of Each Taxing Agency Levying Taxes in the Project Area

The 2005-06 Fiscal Officer's Report did not identify the affected taxing entities within the Project Area. Thus, using the 2004-05 County Fiscal Officer's Report, a total of ten (10) taxing agencies were identified as those that are or will levy taxes in the Project Area:

- County of Los Angeles
- Los Angeles County Consolidated Fire Protection District
- Los Angeles County Public Works Department

- Los Angeles West Vector Control District
- Los Angeles Community College District
- Los Angeles Unified School District
- Los Angeles County Sanitation District
- Los Angeles County Office of Education
- Los Angeles County Public Library
- Water Replenishment District of Southern California

3. Amount of Tax Revenue to be Derived by Each Taxing Agency from the Base Year Assessment Roll from the Project Area, Including State Subventions

The 2005-06 Fiscal Officer's Report did not identify the amount of tax revenue to be derived by each taxing agency from the Base Year Value assessment roll for the Project Area. Thus, using the 2004-05 County Fiscal Officer's Report, an estimate of the amount of tax revenue to be derived by each taxing entity from the Base Year Value assessment roll can be determined. As shown in the table below, the Los Angeles County Office of Education will receive 27.6 percent of the taxes from the Project Area, which is the largest proportion. The next largest recipient of revenues will be the County of Los Angeles at 25.3 percent followed by the Los Angeles Unified School District at 19.5 percent. The LA County Vector Control District at 0.03 percent and the Water Replenishment District of Southern California at 0.01 percent receive the lowest amount of property tax revenue within the Project Area.

TAXING AGENCY	TOTAL REVENUE (Secured and Unsecured)	PERCENT OF PROJECT AREA REVENUE
County of Los Angeles	\$321,136	25.3%
LA County Library	24,060	1.9%
LA County Consolidated Fire Protection District	198,811	15.7%
LA County Public Works Department	25,326	2.0%
LA County Vector Control District	380	0.03%
LA County Sanitation District	67,114	5.3%
Water Replenishment District of So. Cal.	127	0.01%
LA County Office of Education	349,502	27.6%
LA County Community College District	32,924	2.6%
Los Angeles Unified School District	246,930	19.5%
TOTAL GENERATED	\$1,266,310	100%

Note: Percentages above may not add to 100 percent due to rounding of numbers.

4. Total Ad Valorem Tax Revenue for Each Taxing Agency from All Property Within Its Boundaries, Whether Inside or Outside of the Project Area

The 2005-06 Fiscal Officer's Report did not identify the total ad valorem tax revenues from all property within its boundaries, whether inside or outside of the Project Area. Thus, using the 2004-05 County Fiscal Officer's Report, a conservative estimate of this information can be provided. The 2004-05 Fiscal Officer's Report indicated that \$4,730,932,655 is the one percent tax levy revenue to be generated from the 2004-05 secured and unsecured base year value. As shown in the table below, the revenues proposed to be generated from the Project Area

represents approximately three-tenths of one percent (0.03 percent) of the total revenues collected Countywide by each of the taxing agencies. Only the Los Angeles County Sanitation District has above one percent (1.5 percent) of their tax revenues deriving from the proposed Project Area. It should be noted that the respective taxing entities will continue to receive these base year property tax revenues over the life of the Plan, in addition to statutory pass through allocations required under Health and Safety Code Section 33607.5.

TAXING AGENCY	TOTAL REVENUE IN PROJECT AREA (Secured and Unsecured)	TOTAL REVENUE COUNTYWIDE (Secured and Unsecured)	PERCENT OF COUNTYWIDE REVENUE
County of Los Angeles	\$321,136	\$1,804,005,297	0.02%
LA County Library	24,060	43,213,291	0.06%
LA County Consolidated Fire Protection District	198,811	404,941,443	0.04%
LA County Public Works Department	25,326	78,191,408	0.03%
LA County Vector Control District	380	989,626	0.03%
LA County Sanitation District	67,114	4,537,063	1.5%
Water Replenishment District of So. Cal.	127	349,258	0.04%
LA County Office of Education	349,502	1,661,114,365	0.02%
LA County Community College District	32,924	106,107,376	0.03%
Los Angeles Unified School District	246,930	627,483,529	0.04%
TOTAL GENERATED	\$1,266,310	\$4,730,932,655	0.03%

Note: Percentages above may not add to 100 percent due to rounding of numbers.

5. Estimated First Year Taxes Available to the Commission

The information for this section was not provided within the 2005-06 County's Fiscal Officer's Report. However, Table 21 of Section V of this Report provides tax increment projections that can be used to estimate the amount of taxes available to the Commission in the first year. The total amount the Commission will collect in the first year of the proposed Plan (2006-07) is zero dollars. The total estimated value of tax increment during the first year that the Commission will collect (fiscal year 2007-08) is \$59,000. It is anticipated that of this \$59,000, \$12,000 will be for statutory pass throughs to the taxing entities and \$12,000 to be deposited into the Commission's affordable housing fund. The remaining \$35,000 will be the Commission's net tax increment revenue.

6. Assessed Valuation of the Project Area for the Preceding Year, Except for State Assessed Property on the Board Roll

The information for this section was not provided within the 2005-06 County's Fiscal Officer's Report. However, the 2004-2005 County Fiscal Officer's Report includes a total assessed value for the Project Area of \$113,292,468.

B. SUMMARY OF CONSULTATIONS WITH AFFECTED TAXING AGENCIES

Per Section 33328, prior to publication of the notice of the joint public hearing on the proposed Redevelopment Plan, the Commission is required to consult with each affected taxing agency with respect to the Project and the allocation of tax increment revenues.

A Statement of Preparation was sent to each affected taxing agency on May 16, 2005 (see Appendix I). These notices included an offer to consult with each taxing agency regarding the Project. Pursuant to the requirements of the CRL, a description of the boundaries and a map indicating the boundaries of the Project Area were included with the Statement of Preparation. The letter also included a statement that the Commission intended to use the 2004-05 equalized assessment roll as the base year assessment roll for allocation of taxes for the Project, a statement that the Commission was available for consultation, and the name of the Commission staff person to be contacted to answer any questions. As previously discussed, the base year of 2004-05 was changed to 2005-06 in September of 2005. A letter notifying each of the affected taxing entities of the base year change to 2005-06 was sent on September 16, 2005 (see Appendix I). Subsequently, with a transmittal letter dated November 28, 2005, the Preliminary Report and proposed Redevelopment Plan were sent to all affected taxing agencies (see Appendix I). As of the preparation of this Report, none of the affected taxing agencies have requested consultation meetings.

Finally, in accordance with CRL Section 33349(d), on May 24, 2006, the Commission will send to all of the affected taxing entities a Notice of Joint Public Hearing, which is scheduled for June 27, 2006.

APPENDIX A

FIELD SURVEY INSTRUCTIONS, SURVEY SHEET AND METHODOLOGY

Whiteside Project Keyser Marston Associates

Survey Methods

Development of the Web-based Survey Form

The survey of parcels and buildings within the Whiteside Project area was conducted by Consilium Associates, under the supervision of Hal Suetsugu, Vice President at Consilium. The survey methods and the survey instrument were based on written instructions provided by KMA and on discussions between KMA and Consilium Associates. The written instructions 1) defined the ratings to be applied to parcels and buildings, 2) defined the scope of the survey, and 3) included a sample survey form.

Using the sample survey form from KMA, Consilium Associates created a Web-based survey form that enabled data inputs to be saved directly to a database. The Web-based survey form utilized the rating scales and reproduced the relationships between variables provided on the sample form from KMA. Before the design was used in the field, KMA and Consilium Associates reviewed and discussed the Web-based survey form to ensure that it reflected KMA intentions and complied with KMA criteria.

Survey Data Collection, Processing, and Reporting

Consilium Associates collected data during on-site inspections on a parcel-by-parcel basis, using the Web-based survey form. Digital photographs were taken at most parcels; especially where maintenance or rehabilitation needs were observed. Details about each photo, such as subject, location, and direction, were entered into a photo-log. These entries were transferred to electronic files that were linked to the digital photos. Consilium later reviewed the photographs to determine which ones clearly depicted the need for maintenance, building deterioration, damaged building components or other problems. The selected photos were then linked to their respective online survey forms.

When all (or nearly all) parcels had been surveyed, KMA and Consilium Associates met in the field to compare a sample of completed survey forms to actual parcel conditions. This step ensured that Consilium Associates had rated the Whiteside parcels and buildings in accordance with the rating scheme intended by KMA.

After the preliminary field inspections were completed, the data was examined and cleaned by several processes. First, the data was checked for possible errors (i.e. impossibilities and inconsistencies). Then, data questions were resolved by referring to maps and photos, and by re-inspecting the parcel when necessary. Several trips were made to the field to verify the data accuracy of suspect data. Finally, the database was polished to correct misspellings and to ensure that land use and building categories were consistent among the properties surveyed.

During the field survey of parcels, Consilium set-up the means by which the online data could be viewed in detail on a parcel-by-parcel basis and in summary reports. Consilium also designed the linkage that would connect the online survey form and its photographs and captions (if any).

Concurrently with data cleaning, Consilium Associates devised a method for systematically determining the Overall Rating of each building. The Overall Rating classified each rated building into one of four categories based on the ratings that its individual elements received during the field survey. Consilium translated the definition of each category into criteria and applied the criteria to the building element ratings to produce in an Overall Rating for each building.

During the development of the Overall Rating system, Consilium and KMA had several discussions regarding the definitions of the Overall categories and how they would be applied to the building ratings. After the development of the Overall Rating system, KMA and Consilium also met in-person to ensure that the method for categorizing the buildings accurately reflected the definitions provided by KMA. The Overall Ratings are more fully described below.

Determination of the "Overall Rating"

As an element of the survey an overall building rating was provided for each building based on all of the rated building elements. The rating categories and their definitions for both the individual element ratings and the Overall Rating were provided by KMA. Consilium Associates devised a method for combining the individual building element ratings into an Overall Rating for each building.

To ensure consistent and reasonable rating from building to building, the method for determining the Overall Rating was carefully developed using a series of criteria. The criterions are based on

- Definitions provided by KMA for individual building elements:
 - Good, Minor, Major, Rehabilitation Infeasible; and
- Examples provided by KMA for each Overall Rating category:
 - Sound, Deferred Maintenance, Deteriorated, and Dilapidated.

Per the instructions provided by KMA for the Overall Building Rating, Consilium considered the extent (i.e. quantity) of conditions - in addition to severity (i.e. Minor, Major, or Infeasible to Repair). As instructed, the overall quality of maintenance and the quality of building materials and construction were also included in the Overall Rating, by consideration of those factors during the rating of the building elements while in the field.

The development of the criteria for the Overall Building Ratings consisted of interpreting the KMA definitions, and then applying the interpretations to the individual cases (i.e. buildings in the database).

Following is an outline of each Overall Rating category, including its definition, Consilium's interpretations, and the application of our assumptions to the individual ratings.

SOUND

KMA Definition:	Sound: "The building is in good condition and needs no repairs"
Assumptions:	a. No building element needs any maintenance ("needs no repairs"). b. Each building element must have a rating of "Good." ¹
Application:	When each and every building element has a rating of "Good."
Example:	When each one of the building's elements receives a rating of "Good" during the field inspection, the building's Overall Rating is "Sound."

DEFERRED MAINTENANCE

KMA Definition:	Deferred Maintenance "The building is in need of only minor repairs, such as painting or replacement of a broken window."
Assumptions:	a. No element may have a rating below "Minor" ("only minor repairs") b. No limit on the number of elements that are rated "Minor Repair."
Application:	When one or more elements has a rating of "Minor," but no element is rated below "Minor Repair."
Example:	When a building is rated "Minor Repairs Needed" – for one or more building elements – and rated "Good" for the other elements, then the building's Overall Rating is "Deferred Maintenance."

DETERIORATED

KMA Definition:	Deteriorated: "The building is in need of a major repair and/or requires extensive maintenance; repairs to damaged building components are critical; or rehabilitation is considered necessary for continued safe and healthy occupancy of the building."
Assumptions:	a. A single rating of "Major Repair Needed" is sufficient ("a major repair")

¹ The Overall Rating of "Sound" appears to require perfection, that is, a rating of "Good" for each individual element. However, the rating "Good" did not require perfection.

- b. There is no upper limit on the number of elements rated "Major Repair Needed."
- c. One or more non-structural elements can be rated "Rehab' Infeasible."
- d. The building's condition must be potentially unsafe or unhealthy.

Application:

- (1) When one or more elements are rated "Major Repair."
- (2) Or, when one or more non-structural elements are rated "Rehabilitation Infeasible."

Examples:

- (1) If a building has a rating of "Major Repair Needed" for one or more building elements, such as the windows and walls (usually due to deterioration from long-term exposure to the elements resulting from lack of maintenance as evidenced by extensively blistered and/or cracked paint), the building's Overall Rating is "Deteriorated."
- (2) If a building has a rating of "Rehab' Infeasible" for one or more non-structural elements, such as the windows and walls (such as partially missing window frames and deteriorated wall stucco), the building would be given an Overall Rating of "Deteriorated."

DILAPIDATED

KMA Definition:

Dilapidated: "This building has major damage or extensive deterioration; occupancy is considered unsafe. This category would include buildings with roofs that have collapsed or have fire damage."

Assumptions:

- a. When one or more structural building elements are rated "Rehabilitation Infeasible."
- b. Occupancy of the building is clearly unsafe or unhealthy.

Application:

- (1) When one or more structural building elements are rated "Rehabilitation Infeasible."
- (2) When a building's condition presents a clear danger to health or safety, even if it feasible to repair the condition or building.

Examples:

- (1) If a building has a rating of "Rehab' Infeasible" for one structural element, such as a structural wall, the building's Overall Rating is "Dilapidated."
- (2) If a building's stairway or porch is structurally damaged, rendering passage unsafe; or if there are cracks at the foundation line or apparent

uneven settling in the foundation, then the Overall Rating is "Dilapidated," even if it is feasible to repair these conditions.

Note: As described it gives the misimpression that simply missing a foundation screen would result in a building rating of dilapidated.

LACDC - WHITESIDE PROJECT ADOPTION

APN _____ Date _____ Signs on Property _____ Sale [] Lease []
 Address _____ Agent Name _____
 Realty Name _____
 Telephone _____
 Bldg _____ of _____ L. Apx. Vacancy _____% K. No. Stories _____

LAND USE

Residential (# units) _____ Primary Use Code: _____
 Business (# of units) _____ [see page 3 for business/residential bldg names]
 Other (# units) _____ Description _____
 Open Vacnt
Land Use: % Res' Com' Ind' Public Parking /Rec' Lot Other (specify)
 Primary Use _____
 Secondary Use _____

PARCEL ELEMENTS

A. Site Improvements

	N/A	Not Viewd	Good	Obslte Defic'nt	Missing Deteriorated	Unimproved
Driveway						
Vehicle Circulation						
Trash Facility						
Paving						
Sidewalks, Curbs, Gutters . .						
Streets						
Fencing						

General Parking

Total no. spaces _____	Striped _____	Not striped _____
------------------------	---------------	-------------------

Truck Parking

Total no. spaces _____	Striped _____	Not striped _____
------------------------	---------------	-------------------

Loading Area/ Docks

Total no. docks _____	At-grade _____	Truck height _____	On-street _____
-----------------------	----------------	--------------------	-----------------

B. Parcel Utilization

- ☐ Underutilized/Greatly under-developed lot
☐ Use exceeds capacity
☐ Evidence of residential overcrowding

F. Incompatible Uses

- ☐ Residential adjacent to industrial
☐ Residential use adj' to commercial
☐ Liquor sales/Adult Use near sensitive uses
☐ Other incompatible & adjacent uses

Description _____

C. Site Conditions (circle all applicable)

- | | |
|------------------------------|----------------------|
| Open storage | Abandoned vehicle(s) |
| Open activity | Litter / debris |
| Exposed equipment | Vandalism |
| Standing water/Poor drainage | Graffiti |
| Inadequate screening | |
| Unimproved/Earth | |
| Potent'l Hazardous Mater'ls | Noise Dust |
| Weeds / Overgrown vegetation | Odors / Fumes |

APN _____

Bldg _____ of _____

Date _____

D. Substandard Site Design

- ☐ Faulty / Inadequate Layout
- ☐ Poor site access
- ☐ Inadequate loading / docking
- ☐ Utilities faulty (M.)

E. Parking Constraints

- ☐ No on-site parking
- ☐ Poor parking accessibility
- ☐ Insufficient no. of spaces
- ☐ Inadequate layout/design

BUILDING ELEMENTS**G. Building Conditions**

	Not		Needs Repair		Rehab
N/A	Viewed	Good	Minor	Major	Unfs.

- Roofing Materials
- Entry/Porch
- Wall surfaces
- Door & Windows
- Storefronts

Structural Elements

- Foundation
- Walls
- Roof

H. Design / Construction

- ☐ Faulty Addition or Alteration
- ☐ Illegal use (bootlegged units)
- ☐ Poor Materials/Construction
- ☐ Missing / Inadequate
building components
- ☐ Inadequate Light or Ventilation
- ☐ Garage Conversion

I. Obsolescence

- ☐ Faulty / Inadequate layout
- ☐ Inadequate bldg size 4 use
- ☐ Inadqt design/shiftg use
- ☐ Poor access to bldg.

APN _____

Bldg _____ of _____

Date _____

OCCUPANT INFORMATION	
1. Name of Occupant	2. Relationship to Victim
3. Date of Birth	4. Sex
5. Race	6. Height
7. Weight	8. Hair Color
9. Eye Color	10. Skin Color
11. Address	12. City
13. State	14. Zip
15. Telephone	16. Social Security Number
17. Date of Birth	18. Sex
19. Race	20. Height
21. Weight	22. Hair Color
23. Eye Color	24. Skin Color
25. Address	26. City
27. State	28. Zip
29. Telephone	30. Social Security Number

Name of Building (if any) _____

Use

Name of Business or Resid'l Complex

Address & unit number

Code

[illegible]

LACDC - WHITESIDE PROJECT ADOPTION

FIELD SURVEY INSTRUCTIONS

Create one form [entry] per building/parcel. ¹

For parcels with more than one building, create a separate entry for each building, but only create one entry for the parcel-related data.

For multiple parcels covered by one building, create a separate entry for each parcel, but only create one entry for the building.

I. OCCUPANT INFORMATION

The following items of information will be provided prior to the field survey. If the information is not available, you must input the information. Enter the parcel number as determined from available parcel maps.

Parcel Number: Each property is assigned a unique parcel number by the County Tax Assessor's Office. This number, often referred to as an "APN", will be used to track the survey results for each parcel.

Street Address: The street address should be verified during the field survey and any corrections noted. If a parcel has multiple addresses, each address should be recorded under "Occupant Information".

Owner's Name: The owner's name (if available) is included as it appears on the County Assessment Roll. This information may help to determine the type of business.

% Improved: Indicates the ratio of the building's square footage to the overall parcel square footage, based upon information provided on the County Assessment Roll.

Year Built: Will be provided if available. Otherwise, estimate as explained above.

Total Value: The total secured assessed valuation is included as it appears on the County Assessment Roll. This information may help to determine the scale of improvements on the property.

Parcel Size: Will be provided if available. Otherwise, omit.

Bldg. Sq. Ft.: Will be provided if available. Otherwise, omit.

Bldg.: _____ **of** _____: If there is more than one building on the parcel being surveyed, identify which building is being surveyed, i.e., "1 of 3". If there is only one building, enter "1 of 1". If the parcel has no buildings, indicate with an "0" in the first

¹ The survey is proposed to be conducted with handheld computers. "Form", for purposes of these instructions, refers to an individual computer entry.

blank. The building count should not include auxiliary buildings such as sheds, carports, or auto garages.

II. LAND USE INFORMATION

Estimate and indicate the land use(s) present on the parcel being surveyed. Buildings that are vacant should be categorized according to what they are designed to be used for. Utilize the following land use categories:

<u>Abbreviation</u>	<u>Category</u>	<u>Examples</u>
Res	Residential	Single family residences, apartments, condominiums, duplexes, triplexes, etc.
Com	Commercial	Retail, auto-related uses, office uses, hotels, motels and general commercial uses not otherwise classified.
Ind	Industrial	Stand-alone light or heavy industrial uses, and industrial park industrial tenants. Auto or commercial tenants in an industrial park are to be considered "commercial" uses.
Public	Public/Quasi-Public	Schools, hospitals, churches, fraternal organization meeting places, pre-schools/day care facilities, mortuaries, and public utility and transportation facilities (such as flood control channels, railroad right-of-ways, and telephone switching stations).
Open/Rec	Open/Recreational	Parks, golf courses, public pools, community centers, and gyms.
Vac Lot	Vacant Lot	Vacant lots not designed for use as parking areas.
Pkg	Parking	Paved or graded lots used for parking, either public or private.
Other	Other	Uses which do not fit into any of the other categories.

Predominate Land Use: Identify the primary or dominant use of the parcel as it is currently being used. If the parcel has only one use, only this category should be used. The description of land use categories to be used is provided below.

On parcels which have more than one land use present, the secondary land use should also be identified.

Secondary Land Use: the land use category, which represents the second largest percentage of land use on the parcel.

Signs on Property: If the parcel, building or tenant space is listed for sale or lease, identify the agent name, realty firm name and agent phone number.

III. PARCEL ELEMENTS

A. Site Improvements

To determine the level of inadequacies in site improvements, rate the condition of the following elements that exist on the parcel by checking the appropriate box.

- Driveway
- Vehicle Circulation
- Trash Facility
- Truck Parking
- Loading Area/Docks
- Sidewalks, Curbs, Gutters
- Streets
- Fencing

Indicate if the condition of these improvements falls into any of the following categories. At least one category should be identified for each item. More than one category might be applicable.

CBO-N/A (Could Not Be Observed-Not Applicable): Certain site improvements may not be observable or may not apply depending on the use of the parcel. For example, the parcel's parking, paving and loading areas may be obscured by fencing around the property. Or, a parcel may not have alley access, or a residential parcel will usually not have loading docks or truck parking.

Good: The site improvement exists on the parcel and serves the property well. No problems are associated with the improvement.

Obsolete/Deficient: Does not meet current usage norms, even if it does comply with applicable code requirements.

Missing: Does not exist or is not in place and would normally be expected to exist or be in place. For example, truck parking and loading facilities would be normally expected on an industrial property. This column would be checked if either of these features are absent.

Deteriorated: The site improvement is in poor condition, requiring maintenance or replacement.

Unimproved: An area of the site is being used for a specific purpose but is not improved. An example would be an unpaved alley that is being used for property access.

B. Parcel Utilization

Identify any of the following elements that appear on the parcel.

Underutilized/Substantially Underdeveloped Lot: Building and other improvements are not optimized given the size and the dimensions of the parcel.

Use Exceeds Capacity: Use of available open space or paved areas is at a higher level of density or intensity such that these areas cannot be successfully utilized for vehicles or pedestrians in the manner for which they were originally designed. Examples include parking areas used as storage yards or properties where there cars or trucks must double park for loading.

C. Site Conditions

Identify any of the following conditions that exist on the parcel:

Open Storage: Storage of materials that would normally be stored indoors or in covered areas stored in parking, loading, or other open areas normally used for other purposes.

Exposed Equipment: Equipment normally located or operated indoors or in a shed or storage facility kept or operated outdoors in the open.

Open Activity: Production, manufacturing, or other activities that would normally occur indoors are being conducted outside in the open.

Abandoned Vehicle: Motor vehicles that appear inoperable on site and that appear to have been in the same place for some time. Generally, such vehicles will appear to be rusting, covered in dust or dirt, or have tires, wheels, or other vital components missing.

Odors/Fumes: Noxious odors or fumes present or being generated from the parcel at the time of the survey.

Dust: Visible dust or particulate present or being generated from the parcel at the time of the survey.

Litter/Debris: Litter, trash, and/or debris are present on site.

Weeds/Overgrown Vegetation: excessive weeds or overgrown plants, un-pruned trees, etc. are present.

Vandalism: Evidence of vandalism (other than graffiti) present.

Graffiti: Evidence of graffiti is present.

Noise: Excessive noise from activities on the parcel at the time of the survey.

Unimproved/Earth: Unimproved, unpaved areas.

Inadequate Screening: Equipment or activities normally screened from view are evident.

Standing Water/Poor Drainage: Ponding or standing water in areas not designed as pools or water storage areas.

Potential Hazardous Waste: Note if any of the following uses or conditions are observed on the parcel. If this item is identified, provide a brief description of what condition was observed.

- Auto Service/Repair uses
- 55 Gal. Drums/Fuel Containers
- Wrecking Yard
- Railroad Uses
- Electrical Transformers
- Agricultural Pesticides
- Other Chemicals Users

D. Substandard Site Design

Identify if any of the following uses or conditions are observed.

Faulty/Inadequate Site Layout: Parcels that do not have adequate room to accommodate all uses on the site without conflicts of circulation, access, storage, or other amenities; parcels that do not have adequate loading or parking space for its current use. Examples would include retail or industrial properties without adequate unobstructed square footage, loading, parking or truck access. If this item is identified, provide a brief description of what condition was observed.

Poor Site Access: Access to the parcel or the use thereon is inconvenient, confusing, or difficult. If this item is identified, provide a brief description of what condition was observed.

E. Parking Constraints

Identify any of the following elements, which appear on the parcel.

No On-Site Parking: Parking on-site is not available.

Insufficient Number of Spaces: On-site parking is available, but the amount of parking or number of parking spaces does not appear to be enough to adequately serve the uses on the parcel. This is based on general observation only and does not require a count of parking spaces per se. Most commonly, this situation will be found with older commercial buildings which may have a few parking spaces at the rear of the building, but no off-street parking at the front or side of the building for patrons.

Poor Parking Accessibility: Parking is available to serve the uses of the parcel, but is situated in an awkward location whereby efficient access to uses is

hindered. If this item is identified, provide a brief description of what condition was observed.

Inadequate Layout/Design: Parking is available but is poorly designed and inefficient to serve the uses on the parcel. If this item is identified, provide a brief description of what condition was observed.

F. Incompatible Uses

This category includes neighboring land uses which, by their nature/sensitivity of use, conflict with nearby uses. Identify if any of the following conditions are observed. For “Other Adjacent Incompatible Uses”, provide a brief description of the uses observed.

- Residential Uses Adjacent to Industrial
- Residential Adjacent to Intrusive Commercial Uses
- Liquor Store/Adult Use Near Sensitive Uses
- Other Adjacent Incompatible Uses

IV. BUILDING ELEMENTS

G. Building Conditions

Rate each of the following elements that are present and visible on the building(s). If the element is not visible, identify as “CBO-N/A”. Be careful not to confuse the finish materials with the underlying structural elements. For example, do not confuse the wall finish (i.e. paint which is peeling) with the underlying material and its condition (such as brick or concrete block which is damaged or badly cracked).

Roofing Material: Visible portions of the roof surface.

Entry/Porch: Entry way or porch elements (predominantly found on residential buildings).

Wall Surfaces: Condition of exterior wall surfaces or non-painted finishes.

Doors/Windows: Condition of doors and windows including framing and fit.

Storefront: Storefront windows and framing (predominantly found on commercial buildings).

Structural Elements:

Foundation: Any portion of the foundation visible (predominantly found on residential buildings or buildings on a sloping site). Note evidence of damage or deterioration such as sagging or cracks.

Walls: Condition of walls, i.e., note sagging, cracks, deterioration and/or damage (not the wall finish).

Roof: Condition of roof structure, i.e. note sagging, deterioration and/or damage to the roof structure (not the roof surface).

Categories: Rate each building element using the following categories:

CBO-N/A (Not applicable): Certain building components may be observable or not apply, depending on the type of building.

Good: Building component is in good condition with no deferred maintenance evident.

Minor Repair: Building component requires minor repair or minor maintenance.

Major Repair: Building component requires major repair or replacement.

Rehabilitation Infeasible: Building component is severely damaged or deteriorated and repair is not feasible or component should be replaced rather than repaired.

H. Defective Design or Physical Construction

Identify if any of the following uses or conditions are observed. If this item is identified, provide a brief description of what condition was observed.

Faulty Addition/Alteration: An addition to the main structure which is poorly designed and inadequately integrated with the rest of the building; an alteration which does not appear to meet building code requirements or normal construction standards or practices.

Illegal Use: Use of a building that does not appear to comply with code requirements. These include garages, commercial buildings or recreational vehicles being used for residential units.

Poor Quality Materials and/or Construction: Low-grade building materials have been improperly used to construct certain vital components of the structure. Examples include fiberglass or corrugated sheeting used as roofing material. The method of construction is considered inadequate or in violation of building code requirements.

Missing/Inadequate Building Components: Includes problems such as missing or deteriorated foundation, improper structural support (such as beams or columns), substantially deteriorated roofing materials, or missing steps in a stairway or at an entrance.

Inadequate Ventilation/Light: Buildings which have windows that have been infilled, boarded up or painted over which reduces or eliminates the nature light and ventilation that was originally an integral part of the building design.

Garage Conversion: Primarily occurs in single family dwellings. The garage is converted to a living space (i.e. family room, bedroom, and bootleg apartment). Evidenced by a driveway that dead-ends into house and is frequently coupled with a carports in front of the converted garage.

I. Obsolescence

Identify if any of the following conditions are observed. If observed, provide a brief description of what condition was observed.

Faulty/Inadequate Building Layout: The building is designed or has been modified in such a way that the overall layout of the building is not functional or obsolete for modern use standards. Special-use or single-purpose buildings that are vacant or under-utilized may also fall into this category. Older industrial buildings with limited floor-to-ceiling heights (as estimated from window placement, roof line, etc) fall into this category.

Inadequate Building Size for Current Use: Building(s) on parcel are considered too small to meet the needs of modern users.

Inadequate Design/Shifting Use: Building or property is poorly designed or was designed for a use for which it is no longer being used. Some examples of shifting uses include:

- Former house being used as a restaurant
- Store being used as a residence
- Warehouse being used for retail
- Retail or office space being used for manufacturing

Poor Building Access: The building is designed or located on the site in such a way that user or patron access is poorly located relative to the street or parking areas, or the building has other access problems.

J. Overall Building Rating

To determine the overall condition of a building, apply one of the following rating classifications based on the quantity and severity of conditions noted, including those noted above. Carefully consider the overall quality of the maintenance of the building and the quality of the building materials and construction when rating the building since these factors also have a major impact on the general condition of the building and its useful service life.

Sound: The building is in good condition and needs no repairs.

Deferred Maintenance: The building is in need of only minor repairs, such as painting or replacement of a broken window.

Deteriorated: The building is in need of a major repair and/or requires extensive maintenance; repairs to damaged building components are critical; or

rehabilitation is considered necessary for continued safe and healthy occupancy of building.

Dilapidated: This building has major damage or extensive deterioration; occupancy is considered unsafe. This category would include buildings with roofs that have collapsed, or have fire damage.

Not Ratable: The building could not be observed or was under construction or being renovated at the time of the field survey and therefore could not be rated.

K. Number of Stories

Indicate the total number of aboveground stories observed for the building.

L. Approximately Percentage Vacant

If the building appears to be fully or partially vacant, estimate or approximate the percentage of the building that is vacant.

M. Utilities

Faulty Utilities: Faulty utilities can be found in any building type (residential, commercial and industrial). Examples of faulty utilities include buildings with plumbing on the exterior (rather than within the walls), a concentration or multiple wires feeding into a structure (may include abandoned wire lines), wiring draped on the exterior of a structure or wire conduits on the exterior of a structure.

V. OCCUPANT INFORMATION

Provide business name, address, and use code for the residents, businesses, and other occupants of the building. Refer to the attached "Occupant Use Codes" list and select the use code(s) that most closely describes the uses on the property.

Number of Businesses: Note the total number of businesses within each building. If not evident from the street, the number of businesses may be estimated from signage, a building directory, or from counting mailboxes.

Number of Other Occupants: Note the total number of other occupants within the building not classified as a business or a resident. These are typically public or quasi-public occupants such as a school, library or non-profit/community service provider.

Number of Residential Units: Note the total number of residential units within the building. If not evident from the street, the number of residential units may be estimated from the building directory or from counting the number of mailboxes, mail slots, doors, or gas meters. Provide the address ranges for all residential units.

For each business on the parcel, enter the business name, street address and the type of business. Also note the names and addresses of non-business occupants and the address

ranges for multi-family residential. Include the corresponding "Use Code". Note any additional businesses.

Identify vacant units by their former use plus a "v" at the end of the use code. For example, a vacant unit in a duplex and a vacant commercial space in a shopping center would be identified on the form as follows:

No.	Name of Business/Apartment Complex (if vacant, list as "vacant")	Address	Use Code
1.	Vacant	235 1/2 Easy Street	121v
2.	Vacant	1250 Spend Ave	299v

VII. COMMENTS/NOTES

Provide comments on any aspect of the property or its use or provide greater explanation of conditions noted on the form.

Surveyor: Enter the first and last name of the person(s) conducting the field survey of the parcel.

Date: Enter the date on which the survey was conducted.

FIELD SURVEY INSTRUCTIONS.DOC
REV 02/17/04

APPENDIX B

PHOTOGRAPHIC EXAMPLES OF BLIGHTING CONDITIONS WITHIN THE PROJECT AREA

DETERIORATED AND DILAPIDATED BUILDINGS



PLATE 1 – A deteriorated building located on Fishburn Ave.



PLATE 2 – A residential structure located on Fowler St. Note the damaged roofline and the use of plastic sheets to prevent leakage.

DETERIORATED AND DILAPIDATED BUILDINGS



PLATE 3 – A deteriorated industrial building located on Medford St.



PLATE 4 – An industrial building located along the railroad on Worth St.

DEFECTIVE DESIGN
(Poor Materials and/or Construction)



PLATE 5 – An industrial building located on Whiteside St. Note the rusted corrugated steel roof.



PLATE 6 – Industrial building located on Whiteside St.

DEFECTIVE DESIGN
(Poor Materials and/or Construction)



PLATE 7 – A rusted corrugated steel industrial building located on Worth St.



PLATE 8 – A corrugated steel building located on Indiana St.

DEFECTIVE DESIGN
(Poor Materials and/or Construction)



PLATE 9 – The front of a commercial structure located on Fowler St.



PLATE 10 – A residential structure located on Fowler St.

INADEQUATE INDUSTRIAL PARKING



PLATE 11 – Inadequate parking for a business on Medford St.



PLATE 12 – Inadequate multi-family parking along Medford St.

INCOMPATIBLE LAND USES



PLATE 13 – Industrial land use located next to a multi-family building on Medford St.



PLATE 14 – Outdoor storage and debris located next to residential along Fowler St.

INFRASTRUCTURE DEFICIENCIES



PLATE 15 - No curbs, gutters or sidewalks at 4600 Worth St.



PLATE 16– Overhead utility lines above building at 4140 Whiteside St.

INFRASTRUCTURE DEFICIENCIES



PLATE 17– Overhead utility lines at 4140 Whiteside St.



PLATE 18– No sidewalk at 4160 Whiteside St.

INFRASTRUCTURE DEFICIENCIES



PLATE 19– Deteriorated sidewalk at 4200 Whiteside St.



PLATE 20– No sidewalk at 4000 Medford St.

INFRASTRUCTURE DEFICIENCIES



PLATE 21– No sidewalks, curbs or gutters at 4207 Whiteside St.



PLATE 22– No sidewalks, curbs or gutters at 4159 Whiteside St.

INFRASTRUCTURE DEFICIENCIES



PLATE 23– No sidewalks, curbs or gutters at 4123 Whiteside St.



PLATE 24– No sidewalks, curbs or gutters at 1735 N. Eastern Ave.

INFRASTRUCTURE DEFICIENCIES



PLATE 25— No sidewalks, curbs or gutters at 1636 N. Bonnie Beach



PLATE 26— No sidewalks, curbs or gutters at 1651 Miller Ave.

INFRASTRUCTURE DEFICIENCIES



PLATE 27– No sidewalks, curbs or gutters at 1651 Miller Ave.



PLATE 28– Deteriorated streets in alley west of Bonnie Beach, north of Medford St.

INFRASTRUCTURE DEFICIENCIES



PLATE 29— Missing segment of sidewalk and overhead utilities at 3709 Medford St.



PLATE 30— No sidewalks, curbs or gutters at 3535 Medford St.

INFRASTRUCTURE DEFICIENCIES



PLATE 31– Overhead utilities and no sidewalks, curbs or gutters at 1583 Fishburn Ave.



PLATE 32– No sidewalks, curbs or gutters at 1583 Fishburn Ave.

INFRASTRUCTURE DEFICIENCIES



PLATE 33– No sidewalks, curbs or gutters at 3344 Medford St.



PLATE 34– No sidewalks, curbs or gutters in alley west of Bonnie Beach, between Medford St. & Whiteside St.

INFRASTRUCTURE DEFICIENCIES



PLATE 35– No sidewalks, curbs or gutters at 1561 N. Bonnie Beach



PLATE 36– No sidewalks, curbs or gutters at 1521 N. Bonnie Beach

INFRASTRUCTURE DEFICIENCIES



PLATE 37– No sidewalks, curbs or gutters on southeast corner of Bonnie Beach & Medford St.

APPENDIX C

REAL ESTATE BROKER INTERVIEWS

REAL ESTATE BROKER INTERVIEWS WHITESIDE REDEVELOPMENT PROJECT

Reavis Realty – Eric Reavis (213) 765-8488

4/2/04 – Mr. Reavis only leases a handful of buildings in the Project Area and adjacent area. The lease rates range from \$0.35 to \$0.60/SF, depending on the size and quality of the building. Smaller buildings will lease for more per square foot. Mr. Reavis just leased two buildings, one for \$0.37/sf and one for \$0.57/sf, and they are only a few blocks away from the Project Area. The older buildings will usually have 12-foot ceilings, frame and stucco, and no dock hi-loading docks. The newer buildings (built in 1970's and 1980's) on Indiana Street have dock hi-loading docks, sprinkler systems, extra land for truck maneuvering, parking, etc. Most of this area consists of Class C buildings with some Class B buildings mixed in. The area is almost fully leased mainly because it's a small area, and there are not a lot of industrial buildings. The pros of the Project Area are that it has very good freeway access (60 seconds from 5 different freeways), and the close proximity to downtown Los Angeles and Monterey Park. This is an advantage especially for the Chinese-owned businesses that do business in downtown, and work in the San Gabriel Valley. The types of industrial use in the Project Area are mixed, but it tends to consist of primarily heavy industrial, only because the County is more lax in their standards than the City of Los Angeles. However, the area is not good, and not even close to being comparable to other industrial market areas. According to Mr. Reavis, it's a step down from Vernon and Commerce. There is no comparable market to the industrial located in the Project Area. In terms of crime, the murder rate in this area has decreased but the burglary/theft rate is pretty high, especially near the housing development to the west and southwest. The crime increases, as you get closer to the housing development.

Remax – Art Giordani (626) 229-2215

4/5/04 – Mr. Giordani just leased out one building on Whiteside Avenue as a favor to a client. The building is zoned M1 (light manufacturing). He plans to sell the building eventually. The building is 2,500 SF and has an average rent of \$1,800. The leasing rate works out to be \$0.72/SF, which is at the very high end of rents in this area. There are very few vacancies in this area, and the smaller buildings tend to lease quickly and more easily at higher leasing rates. It is difficult to lease out the larger 10,000 SF buildings. The Project Area is a central point for Los Angeles and the San Gabriel Valley, and it is close to downtown Los Angeles and the 710 Freeway. Mr. Giordani does not lease out industrial buildings in other areas; therefore, he didn't have much information on the comparable industrial market.

Heger Realty Corp. – Tom Holland
(323) 727-1144

4/6/04 – Mr. Holland is leasing out 6,900 SF (\$0.43 FSG) of a 13,900 SF building. It is the “best building on the street” and it is a Class B building built in 1963. It has been on the market for 3 months and Mr. Holland has had 2 or 3 prospective users come look at the space (import/export, light manufacturing). The previous use was a food processing plant. He thinks the drawback is the location. He thinks this area is on the wrong side of downtown Los Angeles and too far north. Industrial users tend to prefer locating along the Interstate 5 corridor so that they can access both Orange County and Los Angeles. Also, industrial businesses would prefer to be between downtown Los Angeles and the Long Beach ports or between downtown Los Angeles and Orange County.

There are very few vacancies and little turnover in the Project Area. Mr. Holland thinks that there are several long time users that just put up with the obsolete space either because of the cheap rent or because of the lax County standards. However, new users don't tend to locate here because the surrounding area is not attractive, buildings are obsolete, and there is quite a bit of crime due to the nearby housing project. The buildings in this area are not functional for bigger trucks, have no dock hi-loading, have heavy site coverage ratios, no parking, and the buildings are inadequate in size. Overall, the buildings in the Project Area are functionally obsolete.

There is also a mix of industrial use types. Mr. Holland's clients range from a set designer for Paramount studios to an auto parts distributor (40,000 SF) to several heavy manufacturers. The auto parts distributor prefers this area only because it is close to his home in San Marino. Mr. Holland doesn't think there is a comparable market except for maybe in Compton, small niche industrial areas right off of the freeway. The neighboring Alhambra market is not comparable either since it consists of primarily Asian users who are willing to pay a premium for industrial buildings. However, these types of areas don't have very much turnover, so it's difficult to pull comparable comps. The comparable class B run-down buildings in Commerce generally rent for \$.05 - \$.10 higher than the properties in Whiteside (City Terrace area).

4/23/04 – KMA asked Mr. Holland about the building at 1511-1525 Fishburn Ave. (disposal company) and why it sold for so much \$\$\$\$. Mr. Holland thinks it is because of the excess land. The building (8,600 SF) only requires a lot size of 17,200 SF (50 percent coverage). The excess land (31,034 SF) could be sold anywhere from \$12 - \$15/s.f., even for this area (Project Area). This ends up being anywhere from \$372,000 - \$465,000 extra. Mr. Holland stated the disposal company may also be willing to pay a premium due to the lax County standards or perhaps they increased their business accounts and needed to expand.

Grubb & Ellis – Bradford Boyles
(213) 596-2225

4/23/04 – Mr. Boyles is leasing a building at 4466 Worth St. for \$0.40/SF. This is actually overpriced considering it is in the middle of a five-acre compound (Roman Empire Furniture) and has no direct access from Worth or Medford Street. The rents have always been discounted in the Project Area, especially since it is not a “designated” industrial area like the garment and toy district in downtown Los Angeles. The Project Area is a mix of recyclers, heavy manufacturers, woodworkers, etc. These users have either been there for a while or they simply benefit from the lower rents. The vacancy is probably only about two percent in the Project Area. There is much more product for lease than for sale, and the rents range from \$.35 to \$.50/SF. The rents rarely exceed \$.50/SF. This is the least expensive industrial area close to downtown Los Angeles with the exception of some similar areas in East Los Angeles. The main drawbacks of the area are the age of the construction (very little new product) and there is not easy access via the freeway. Also, the mix of residential to the north and south does not make the Project Area attractive to industrial users. The standard clearance height is 12-16 feet in the downtown area and unless you’re in the nicer areas of Commerce, where the heights are 24-32 feet.

Most of the properties he leases are in downtown Los Angeles. Similar industrial buildings in downtown, on average, rent for \$0.10/SF higher. Mr. Boyles generally rents buildings for \$0.50 - \$0.75/SF. Mr. Boyles recommended that KMA call Mark Whitman (Dorin Realty), who also leases out industrial buildings in the Project Area.

Dorin Realty – Mark Whitman
(213) 627-0007

5/6/04 – Mr. Whitman used to lease out buildings in the Project Area, usually for around \$0.30 - \$0.40/SF. This area is “ok” and it doesn’t really share the characteristics of the Downtown industrial area or the San Gabriel Valley area. There is not enough of a concentration of one industry, but rather too much inner mixing of uses. Most of the area consists of owner-users that stay there because it is close to the freeway and downtown, and generally centrally located. The cons of the area are crime and vandalism, and its proximity to the residential areas and blighted commercial areas. The layout of the area is not very linear and inhibits people from locating there since it is not a “planned” industrial area.

APPENDIX D

**BOARD OF SUPERVISOR'S RESOLUTION DESIGNATING
SURVEY AREA, PLANNING COMMISSION RESOLUTION
APPROVING PRELIMINARY PLAN AND COMMISSION
RESOLUTION ACCEPTING PRELIMINARY PLAN**

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES DESIGNATING THE WHITESIDE COMMUNITY AS A REDEVELOPMENT SURVEY AREA

WHEREAS, the community of Whiteside is being considered by the County of Los Angeles for designation as a redevelopment project area; and

WHEREAS, California Health and Safety Code Section 33310 provides that the Board of Supervisors of the County of Los Angeles may designate a Survey Area to determine the feasibility of establishment of a redevelopment project area.

NOW, THEREFORE, THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES DOES HEREBY RESOLVE AS FOLLOWS:

1. The foregoing recitals are true and correct.
2. The community of Whiteside, as designated on Attachment A, requires study to determine if a redevelopment project is feasible for that area.

The foregoing Resolution was on this 1ST day of MARCH, 2005, adopted by the Board of Supervisors of the County of Los Angeles and ex officio the governing body of all other special assessment and taxing districts, agencies and authorities for which said Board so acts.



BOARD OF SUPERVISORS OF THE
COUNTY OF LOS ANGELES

By Gloria Trubian
Chair, Board of Supervisors

APPROVED AS TO FORM:
Raymond G. Fortner, Jr.
County Counsel

By Eric Young
Deputy

ATTEST:
Violet Varona-Lukens, Executive Officer-
Clerk of the Board of Supervisors of
the County of Los Angeles

By [Signature]
Deputy

RESOLUTION
REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES

WHEREAS, the Regional Planning Commission of the County of Los Angeles has met publicly on March 2, 2005 to discuss the matter of selecting the Redevelopment Project Area and adopting the Preliminary Redevelopment Plan for the Whiteside Redevelopment Project Area within the unincorporated area of East Los Angeles; and

THE REGIONAL PLANNING COMMISSION MAKES THE FOLLOWING FINDINGS:

1. The Board of Supervisors of the County of Los Angeles met publicly on March 1, 2005 and adopted a resolution designating the Whiteside community as a redevelopment survey area for potential redevelopment pursuant to the California Redevelopment Law, Section 33310 of the California Health and Safety Code.
2. Section 33322 of the California Health and Safety Code provides that the local planning commission, which in the County of Los Angeles is the Regional Planning Commission ("RPC"), shall select one or more project areas comprised of all or part of any survey area, at the direction of the legislative body, excluding publicly owned areas or areas dedicated to a public use. The initial role of the RPC is outlined in a staff report dated February 24, 2005.
3. Section 33323 of the California Health and Safety Code provides that the Community Development Commission of the County of Los Angeles ("County CDC") and the RPC shall cooperate in the selection of project areas and in the preparation of the Preliminary Redevelopment Plan.
4. Section 33322 of the California Health and Safety Code provides that the RPC shall formulate a Preliminary Plan for the redevelopment of the selected project area. The County CDC has hired a consultant to prepare the Preliminary Redevelopment Plan to be adopted by the RPC. Section 33324 of the California Health and Safety Code provides that the contents of the Preliminary Redevelopment Plan is sufficient if it: (a) describes the boundaries of the project area, (b) contains a general statement of the land uses, layout of principal streets, population densities and building intensities, and standards proposed as the basis for the redevelopment of the project area, (c) shows how the purposes of this part would be attained by redevelopment, d) shows that the proposed redevelopment is consistent with the community's general plan, and (e) describes, generally, the impact of the project upon the area's residents and upon the surrounding neighborhood.
5. Regarding the general plan consistency requirement, the Preliminary Plan proposes residential, commercial, industrial and public uses, but within the confines of the Land Use Element of the County's General Plan. The goals set forth in the Preliminary Plan are consistent with the policies outlined in the East

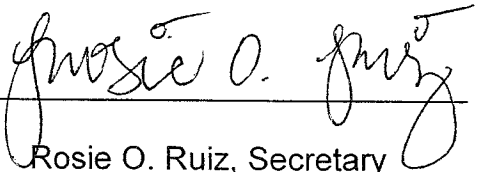
Los Angeles Community Plan and the Countywide General Plan, including encouraging industrial development in the area north of the San Bernardino Freeway—where industrial use is designated on the Land Use Plan map, broadening job opportunities by attracting industrial development and channeling industrial and commercial development in specific areas, and encouraging the revitalization of industrial uses.

6. The designation of the Whiteside Redevelopment Project Area boundary and the Preliminary Redevelopment Plan is exempt from the provisions of the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines Section 15061(b)(3), because this designation does not have the potential for causing a significant effect on the environment. The aforementioned project does not directly or indirectly have the potential for causing a significant effect on the environment.
7. Section 33325 of the California Health and Safety Code provides that the RPC shall transmit the Preliminary Redevelopment Plan for the project area to the County CDC.

THEREFORE, THE REGIONAL PLANNING COMMISSION OF THE COUNTY OF LOS ANGELES DOES HEREBY RESOLVE THAT:

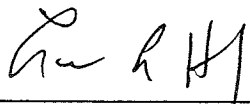
1. For the aforementioned reasons, the Preliminary Redevelopment Plan is adopted as the Commission's own and the Redevelopment Project Area boundary is adopted as designated on Attachment A.
2. The Preliminary Redevelopment Plan and the boundary of the Redevelopment Project Area are consistent with the East Los Angeles Community Plan and the Countywide General Plan.
3. The designation of the Whiteside Redevelopment Project Area boundary and the Preliminary Redevelopment Plan is exempt from the provisions of the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines Section 15061(b)(3), because this designation does not have the potential for causing a significant effect on the environment. The aforementioned project does not directly or indirectly have the potential for causing a significant effect on the environment.
4. The staff is instructed to transmit the Preliminary Redevelopment Plan to the County CDC.

I hereby certify that the foregoing resolution was adopted by the Los Angeles County Regional Planning Commission on March 2, 2005.

By 
Rosie O. Ruiz, Secretary
Los Angeles County
Regional Planning Commission

APPROVED AS TO FORM:

OFFICE OF THE COUNTY COUNSEL

By 

LAWRENCE L. HAFETZ
Principal Deputy County Counsel

A RESOLUTION OF THE COMMUNITY DEVELOPMENT COMMISSION OF THE COUNTY OF LOS ANGELES APPROVING THE PRELIMINARY PLAN FOR THE PROPOSED REDEVELOPMENT PLAN FOR THE WHITESIDE REDEVELOPMENT PROJECT AREA AND AUTHORIZING AND DIRECTING TRANSMITTAL OF CERTAIN DOCUMENTS AND INFORMATION, AUTHORIZING THE PREPARATION OF THE PRELIMINARY REPORT, AND ESTABLISHING A YEAR OF LAST EQUALIZED ASSESSMENT ROLL TO BE USED FOR ALLOCATION OF TAXES

WHEREAS, by Ordinance Number 82-0139, the Board of Supervisors of the County of Los Angeles ("Board") formed the Community Development Commission of the County of Los Angeles ("Commission") to formulate redevelopment projects within the unincorporated areas of the County of Los Angeles; and

WHEREAS, the Commission desires to prepare and adopt a Redevelopment Plan ("Plan") to include a portion of area located within the unincorporated boundaries of the County of Los Angeles, known as the Whiteside area ("Project Area"); and

WHEREAS, on March 2, 2005, by Resolution, the Regional Planning Commission of the County of Los Angeles ("Planning Commission") selected and designated the boundaries of the proposed Project Area, approved a Preliminary Redevelopment Plan ("Preliminary Plan") (Exhibit A) including a map of the proposed Project Area as an exhibit thereto, and has submitted said Preliminary Plan to the Commission; and

WHEREAS, pursuant to the Section 33344.5 of the California Health and Safety Code, the Commission is required to prepare a Preliminary Report to assess existing physical and economic blighting conditions within the proposed Project Area and the financial feasibility of the proposed Plan; and

WHEREAS, in the event the proposed Plan is approved, the 2004-05 assessment roll (as equalized on August 20, 2004) shall be used as the base year assessment roll for the purpose of allocation of taxes pursuant to Section 33670 of the California Health and Safety Code.

NOW, THEREFORE, THE BOARD OF COMMISSIONERS OF THE COMMUNITY DEVELOPMENT COMMISSION OF THE COUNTY OF LOS ANGELES DOES HEREBY RESOLVE AS FOLLOWS:

1. The foregoing recitals are true and correct.
2. The Preliminary Plan for the proposed Plan as formulated and approved by the Planning Commission and attached hereto as Exhibit A, is hereby approved and accepted by the Commission.

3. The Executive Director of the Commission is hereby authorized and directed to file the information required by Section 33327 of the California Health and Safety Code with the appropriate taxing officials and the State Board of Equalization.
4. The Commission authorizes the preparation of the Preliminary Report described above.
5. The Commission designates the 2004-2005 tax assessment roll as the tax roll to be used for allocation of taxes.

The foregoing Resolution was on this 29TH day of MARCH, 2005, adopted by the Board of Commissioners of the Community Development Commission of the County of Los Angeles.



BOARD OF COMMISSIONERS OF THE COMMUNITY
DEVELOPMENT COMMISSION OF THE COUNTY OF LOS
ANGELES

By _____
Chair

Gloria Molina

ATTEST:

Violet Varona-Lukens, Executive Officer-
Clerk of the Board of Supervisors of
the County of Los Angeles

By _____
Deputy

APPROVED AS TO FORM:
Raymond G. Fortner, Jr.
County Counsel

By _____
Deputy

Eric Young

**PRELIMINARY
REDEVELOPMENT PLAN**

Prepared for:

**WHITESIDE REDEVELOPMENT
PROJECT AREA**

FEBRUARY 2005

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APPENDIX A – Map of the Proposed Project Area

I. BACKGROUND

The Community Development Commission of the County of Los Angeles ("CDC" or "Commission") is in the process of adopting the Redevelopment Plan ("Plan") for the Whiteside Redevelopment Project Area ("Project" or "Project Area"). The proposed Project Area is located within the City Terrace portion of the County of Los Angeles ("County") unincorporated territory more commonly referred to as "Whiteside", which is located along the Interstate 10 Freeway west of the Interstate 710 Freeway and adjacent to California State University, Los Angeles. The proposed Project Area is generally bounded by the City of Los Angeles communities' of Boyle Heights on the west and Lincoln Heights on the north, including the Los Angeles Community Redevelopment Agency's East Adelante Redevelopment Project Area, unincorporated County territory to the south, and the City of Monterey Park on the east. The proposed Project Area primarily consists of industrial land uses.

The Commission is proposing to create a new redevelopment project area for the purpose of implementing redevelopment projects and programs designed to: upgrade public facilities and infrastructure, promote and facilitate economic development and job growth, including the emerging biomedical industry, and generally improve the quality of life for residents, business and property owners within the limits of the biomedical industry proposed Project Area.

Pursuant to Section 33323 of the Community Redevelopment Law ("CRL"), the Planning Commission of the County of Los Angeles shall cooperate with the Commission in selection of project area and in preparation of the Preliminary Plan. Following the Planning Commission's completion of the Preliminary Plan it will be transmitted to the Commission for its approval.

This Preliminary Plan has been prepared to fulfill the requirements of Section 33324 of the Community Redevelopment Law. This Preliminary Plan need not be detailed and is sufficient if it includes the following:

1. Describes the boundaries of the Project Area.
2. Contains a general statement of the land uses, layout of principal streets, population densities and building intensities and standards proposed as the basis for the redevelopment of the Project Area.
3. Shows how the purposes of this part would be attained by redevelopment.
4. Shows that the proposed redevelopment is consistent with the community's general plan.
5. Describes, generally, the impact of the Project upon the area's residents and upon the surrounding neighborhood.

The primary purpose of this Preliminary Plan is to serve as the basis for the preparation of the Redevelopment Plan. More detailed and specific studies are to be initiated which will identify specific problems, and target programs, projects and implementation actions necessary to effectuate the achievement of public policy affecting the Redevelopment Plan.

II. DESCRIPTION OF THE BOUNDARIES OF THE PROPOSED PROJECT AREA

The boundaries of the proposed Project Area are illustrated on the map attached as Appendix "A" and incorporated herein. The Project Area is generally bounded by the following: Indiana Street on the west, Interstate 10 Freeway/Fowler Street on the south, Eastern Avenue on the east, and the unincorporated County boundary limit on the north. The proposed Project Area encompasses approximately 133 areas.

III. GENERAL STATEMENT OF PROPOSED LAND USES

As a basis for the redevelopment of the proposed Project Area, it is proposed that development and redevelopment be in conformance with the adopted General Plan of the County of Los Angeles, as it presently exists and as amended from time to time; the County of Los Angeles Zoning Code, as it presently exists and as amended from time to time; and all other applicable codes and ordinances, as amended from time to time.

IV. GENERAL STATEMENT OF PROPOSED LAYOUT OF PRINCIPAL STREETS

As a basis for the redevelopment of the proposed Project Area, the layout of principal streets shall continue to be in conformance with the circulation elements of the County's General Plan, as amended from time to time. Principal streets that traverse the proposed Project Area include Herbert Avenue, Medford Street, Fowler Street, and Whiteside Street.

V. GENERAL STATEMENT OF PROPOSED POPULATION DENSITIES

As a basis for redevelopment of the proposed Project Area, the population densities shall continue to be in conformance with the County's General Plan, the related zoning ordinance and all other applicable codes and ordinances, as amended from time to time. Within the confines of the Land Use Element of the County's General Plan, there will be a permitted range of commercial, industrial and public uses.

VI. GENERAL STATEMENT OF THE PROPOSED BUILDING INTENSITIES

As a basis for the redevelopment of the proposed Project Area, the building intensities shall continue to be controlled by limits on: (1) the percentage of ground area covered by buildings (land coverage); (2) the building setbacks, parking, landscaping and open space requirements; (3) the location of the buildable area on building sites; and (4) the heights of buildings. Land coverage and locations of buildable sites are generally limited, as is feasible and appropriate, to provide adequate open space, landscaping, parking and a high level of livability. Limits on building intensity shall be established in accordance with the County's General Plan and related zoning ordinances as amended from time to time.

VII. GENERAL STATEMENT OF THE PROPOSED BUILDING STANDARDS

As a basis for the redevelopment of the proposed Project Area, building standards shall continue to conform to the building requirements of all applicable state statutes and all applicable County codes and ordinances as amended from time to time.

VIII. ATTAINMENT OF THE PURPOSES OF THE LAW

Adoption of the Redevelopment Plan would enable the attainment of the purposes of the CRL by providing the Commission with the ability to eliminate existing physical and economic blighting conditions within the proposed Project Area. Blighting conditions identified within the proposed Project Area include the following:

- Structural deterioration and dilapidation
- Defective design and physical construction
- Substandard design
- Buildings of inadequate size
- Parking deficiencies
- Poor site conditions and site deficiencies
- Incompatible land uses
- Lots of irregular shape and inadequate size
- Depreciated or stagnant assessed values
- Low industrial property sales
- Low industrial lease rates
- Residential overcrowding
- Lack of commercial facilities
- High crime rate

Without the proposed Project, the elimination of these physical and economic blighting conditions would not be realized. Redevelopment of the proposed Project Area pursuant to this Preliminary Plan will attain the purposes of the CRL through: 1) the elimination of areas experiencing economic dislocation and disuse; 2) the replanning, redesign and/or redevelopment of areas which are stagnant or improperly utilized, and which would not be accomplished by private enterprise acting alone without public participation and assistance; 3) the protection and promotion of sound development and redevelopment of blighted areas and the general welfare of citizens of the County by remedying such injurious conditions through the employment of appropriate means; 4) the installation of new or replacement of existing public improvements, facilities, and utilities in areas that are currently inadequately served with regard to such improvements, facilities and utilities; and 5) the development and rehabilitation of improved housing opportunities outside of the proposed Project Area including housing opportunities for low and moderate income persons and families.

IX. CONFORMANCE TO THE GENERAL PLAN OF THE COUNTY

The Redevelopment Plan as proposed conforms to the County's General Plan. The proposed Project Area proposes the same pattern of land uses and includes all streets and public facilities indicated by the County's General Plan.

X. GENERAL IMPACT OF THE REDEVELOPMENT PLAN UPON THE RESIDENTS AND THE SURROUNDING NEIGHBORHOODS

Impacts of the proposed Project upon residents adjacent to the proposed Project Area and surrounding neighborhoods will, in general, include improved access, improved employment, expanded economic development and upgraded public infrastructure.

It is anticipated that direct Commission activity will occur only when sufficient financial resources are available and such action will produce effective and immediate redevelopment results. Environmental review of the proposed Plan and related specific projects will be evaluated by the Commission, the findings of which will be circulated for public review prior to approval of the proposed Plan by the Board of Supervisors.

XI. CONCLUSION

This Preliminary Plan, as the initial document produced in the Redevelopment Plan adoption process, conforms to the requirements of the CRL. The Preliminary Plan is generalized and nonspecific in detail in its parts, evidencing its purpose as a preliminary directional guideline document. The adopted Preliminary Plan provides the Commission with the opportunity to work with the Planning Commission of the County of Los Angeles in determining the boundaries of the proposed Project Area. The Planning Commission during the Plan adoption process will also review the subsequent Draft Redevelopment Plan and the accompanying Draft Program Environmental Impact Report (if required by the Commission's/County's CEQA Implementation Guidelines) that will be prepared and make their report and recommendations to the Commission and the Board of Supervisors prior to the approval of this Project.

The map displays a complex network of streets in a residential neighborhood. A thick black line delineates the "Proposed Survey Area Boundary," which encompasses several blocks. Key streets shown include Eastern Av at the top, running horizontally. Other major streets like Miller Av, Knowles Av, and Bonnie Beach Pl run diagonally or horizontally across the middle sections. To the right, streets such as Ramboz Pl, Herbert Av, and Lotf Av are visible. The bottom portion of the map shows streets like Boca Av, Jade St, and Abner St. The legend in the bottom right corner identifies the thick black line as the "Proposed Survey Area Boundary".

Proposed Survey Area Boundary

APPENDIX E

COMMISSION RESOLUTION ACCEPTING THE REDEVELOPMENT PLAN AND AUTHORIZING TRANSMITTAL

**RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE COMMUNITY
DEVELOPMENT COMMISSION OF THE
COUNTY OF LOS ANGELES RECEIVING THE PROPOSED REDEVELOPMENT
PLAN FOR THE WHITESIDE REDEVELOPMENT PROJECT FOR SUBMISSION TO
THE REGIONAL PLANNING COMMISSION OF THE COUNTY
OF LOS ANGELES FOR ITS REPORT AND RECOMMENDATION**

WHEREAS, by Ordinance No. 82-0139, the Board of Supervisors of the County of Los Angeles established the Community Development Commission of the County of Los Angeles ("Commission") with the rights, powers and duties related to redevelopment and formulation of redevelopment projects within the unincorporated territory of the County of Los Angeles pursuant to the Community Redevelopment Law ("CRL") (California Health and Safety Code Section 33000, *et seq.*); and

WHEREAS, the Commission desires to prepare and adopt a redevelopment plan to include a portion of area located within the unincorporated territory of the County of Los Angeles, known as the Whiteside community; and

WHEREAS, on March 2, 2005, the Regional Planning Commission of the County of Los Angeles ("Planning Commission"), by resolution, designated the boundaries of the proposed Project Area for the Whiteside Redevelopment Project ("Project Area"), approved a Preliminary Redevelopment Plan for the Whiteside Redevelopment Project ("Preliminary Plan") including a map of the proposed Project Area as an exhibit thereto, and has submitted the Preliminary Plan to the Commission; and

WHEREAS, on March 29, 2005, the Commission, by resolution, accepted the Preliminary Plan and Project Area and authorized preparation of certain documents necessary for the adoption of the proposed Redevelopment Plan for the Whiteside Redevelopment Project ("Redevelopment Plan") and the transmittal of required notices to each affected taxing entity; and

WHEREAS, CRL Section 33346 provides that, prior to a joint public hearing on the proposed Redevelopment Plan, the Commission shall submit the proposed Redevelopment Plan to the Planning Commission for its report and recommendation concerning the Redevelopment Plan and its conformity to the County's General Plan; and

WHEREAS, the Commission has prepared and completed in draft form the proposed Redevelopment Plan, which is attached as Exhibit B and incorporated herein by this reference.

NOW, THEREFORE, THE BOARD OF COMMISSIONERS OF THE COMMUNITY DEVELOPMENT COMMISSION OF THE COUNTY OF LOS ANGELES DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The foregoing recitals are true and correct.

Section 2. The Executive Director of the Community Development Commission is hereby authorized and directed to transmit a copy of the proposed Redevelopment Plan to the Regional Planning Commission of the County of Los Angeles for its report and recommendation concerning the Redevelopment Plan and its conformity to the County's General Plan.

The foregoing Resolution was on this 15th day of Nov, 2005, adopted by the Board of Commissioners of the Community Development Commission of the County of Los Angeles.

BOARD OF COMMISSIONERS OF THE COMMUNITY
DEVELOPMENT COMMISSION OF THE COUNTY OF LOS
ANGELES

By: *Gloria Molina*
Chair

ATTEST:

Violet Varona-Lukens, Executive Officer-Clerk
of the Board of Supervisors of
the County of Los Angeles

By: *Sylvia J. Villalobos*
Deputy



APPROVED AS TO FORM:
Raymond G. Fortner, Jr.
County Counsel

By: *Eric Fortner*
Deputy

**RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE
COMMUNITY DEVELOPMENT COMMISSION OF THE COUNTY OF
LOS ANGELES APPROVING THE PRELIMINARY REPORT FOR THE
PROPOSED REDEVELOPMENT PLAN FOR THE WHITESIDE
REDEVELOPMENT PROJECT AND AUTHORIZING TRANSMITTAL OF
THE PRELIMINARY REPORT TO EACH AFFECTED TAXING ENTITY**

WHEREAS, by Ordinance No. 82-0139, the Board of Supervisors of the County of Los Angeles established the Community Development Commission of the County of Los Angeles ("Commission") with the rights, powers and duties related to redevelopment and formulation of redevelopment projects within the unincorporated territory of the County of Los Angeles pursuant to the Community Redevelopment Law ("CRL") (California Health and Safety Code Section 33000, *et seq.*); and

WHEREAS, the Commission desires to prepare and adopt a redevelopment plan to include a portion of area located within the unincorporated territory of the County of Los Angeles, known as the Whiteside community; and

WHEREAS, on March 2, 2005, the Regional Planning Commission of the County of Los Angeles, by resolution, designated the boundaries of the proposed Project Area for the Whiteside Redevelopment Project ("Project Area"), approved a Preliminary Redevelopment Plan for the Whiteside Redevelopment Project ("Preliminary Plan") including a map of the proposed Project Area as an exhibit thereto, and submitted the Preliminary Plan to the Commission; and

WHEREAS, on March 29, 2005, the Commission, by resolution, accepted the Preliminary Plan and Project Area and authorized preparation of certain documents necessary for the adoption of the proposed Redevelopment Plan for the Whiteside Redevelopment Project ("Redevelopment Plan") and the transmittal of required notices to each affected taxing entity; and

WHEREAS, in accordance with CRL Sections 33344.5 and 33344.6, the Commission has prepared a Preliminary Report for the proposed Redevelopment Plan, which is attached as Exhibit A (the "Preliminary Report") and incorporated herein by this reference for transmittal to each affected taxing agency.

NOW, THEREFORE, THE BOARD OF COMMISSIONERS OF THE COMMUNITY DEVELOPMENT COMMISSION OF THE COUNTY OF LOS ANGELES DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The foregoing recitals are true and correct.

Section 2. The Preliminary Report for the proposed Redevelopment Plan, attached as Exhibit A is hereby approved.

Section 3. The Executive Director of the Commission is hereby authorized and directed to transmit a copy of the Preliminary Report for the proposed Redevelopment Plan to all affected taxing entities.

The foregoing Resolution was on this 15th day of Nov, 2005, adopted by the Board of Commissioners of the Community Development Commission of the County of Los Angeles.

BOARD OF COMMISSIONERS OF THE COMMUNITY
DEVELOPMENT COMMISSION OF THE COUNTY OF LOS
ANGELES

By: *Gloria Molina*

Chair

ATTEST:

Violet Varona-Lukens, Executive Officer-Clerk
of the Board of Supervisors of
the County of Los Angeles



By: *Sylvia J. Villalobos*

Deputy

APPROVED AS TO FORM:

Raymond G. Fortner, Jr.
County Counsel

By: *Raymond G. Fortner, Jr.*

Deputy

APPENDIX F

PLANNING COMMISSION REPORT AND RECOMMENDATION

RESOLUTION**REGIONAL PLANNING COMMISSION****COUNTY OF LOS ANGELES**

WHEREAS, the Regional Planning Commission of the County of Los Angeles has met publicly on November 30, 2005 to discuss the matter of the draft Redevelopment Plan ("Plan") for the Whiteside Redevelopment Project within the unincorporated area of East Los Angeles and its consistency with the Los Angeles County General Plan and the East Los Angeles Community Plan; and

THE REGIONAL PLANNING COMMISSION MAKES THE FOLLOWING FINDINGS:

1. By Resolution dated March 2, 2005, the Regional Planning Commission of the County of Los Angeles ("RPC") selected and designated the boundaries of the proposed Project Area, approved a Preliminary Redevelopment Plan ("Preliminary Plan") including a map of the proposed Project Area as an exhibit thereto, and has submitted said Preliminary Plan to the Commission.
2. On March 29, 2005, the Community Development Commission of the County of Los Angeles (County CDC) accepted the Preliminary Plan and Project Area boundaries and authorized preparation of certain documents related to the adoption of the proposed Redevelopment Plan and the transmittal of required notices to affected taxing entities.
3. In accordance with CRL Sections 33346 and 33356, prior to the joint public hearing on the proposed Plan, the County CDC shall submit the proposed Plan to the RPC for its report and recommendation concerning the proposed Plan and its conformity to the County's General Plan and pursuant to such review may recommend to the Commission and Board of Supervisors for or against the approval of the proposed Plan.
4. The draft Plan proposes no changes to land use designations of properties within the Project Area and land use designations contained in the Redevelopment Plan are the same as those land use designations contained in the adopted land use map of the East Los Angeles Community Plan and Countywide General Plan.
5. The proposed Plan proposes no changes to existing development standards for properties located within the Project Area, and development standards applicable to the Project Area, as enforced by the proposed Plan, are the same as the development standards contained in the County's General Plan.
6. The Board of Supervisors, acting as the County CDC met publicly on November 15, 2005 and approved the Preliminary Report on the Redevelopment Plan and draft Redevelopment Plan for the Whiteside Redevelopment Project pursuant to the California Redevelopment Law, Section 33330 of the California Health and Safety Code.

7. Section 33330 of the California Health and Safety Code provides that the County CDC shall consult with the local planning commission, which in the County of Los Angeles is the Regional Planning Commission ("RPC"), in preparing a redevelopment plan.
8. The Planning Commission members have received the draft Plan.
9. Section 33346 of the California Health and Safety Code provides that the RPC shall provide recommendations on the Redevelopment Plan, with particular regard to its consistency with the East Los Angeles Community Plan and Countywide General Plan.
10. Regarding the general plan consistency requirement, the draft Redevelopment Plan proposes goals that are consistent with the policies outlined in the East Los Angeles Community Plan and the Countywide General Plan, including encouraging industrial development in the area north of the San Bernardino Freeway—where industrial use is designated on the Land Use Plan map, broadening job opportunities by attracting industrial development and channeling industrial and commercial development in specific areas, and encouraging the revitalization of industrial uses.
11. Section 33347 of the California Health and Safety Code provides that the RPC shall transmit its recommendations concerning the draft Redevelopment Plan and its conformity to the County's General Plan to the County CDC within 30 days after its submission to the RPC. After reviewing the draft Redevelopment Plan, the RPC recommends that the County CDC consider that housing and recreational uses within certain industrial areas would provide potential for increasing the housing supply and improving the quality of the residential community. In the future, the RPC may consider where such opportunities exist, and develop appropriate standards. If and when such standards exist, the RPC recommends that the County CDC consider if and where the mixture of uses would be appropriate within the Whiteside Redevelopment Project area.
12. The RPC's determination of consistency between the draft Redevelopment Plan and the Los Angeles County General Plan is exempt from the provisions of the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines Section 15061(b)(3). The aforementioned project does not directly or indirectly have the potential for causing a significant effect on the environment.

THEREFORE, THE REGIONAL PLANNING COMMISSION OF THE COUNTY OF LOS ANGELES DOES HEREBY RESOLVE THAT:

1. The draft Redevelopment Plan is consistent with the East Los Angeles Community Plan and the Countywide General Plan.
2. Pursuant to Government Code Section 65402, the RPC hereby finds and determines that the location, purpose and extent of any real property to be acquired by dedication or otherwise for street, square, park or other public purposes, any real property to be disposed of, any street to be vacated or abandoned and any public buildings or structure to be constructed within the Project Area is in accordance with the County's General Plan.
3. The determination that the draft Redevelopment Plan for the Whiteside Redevelopment Area is consistent with the East Los Angeles Community Plan and the Countywide General Plan is exempt from the provisions of the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines Section 15061(b)(3). The action taken today does not directly or indirectly have the potential for causing a significant effect on the environment.
4. The RPC hereby finds and determines that this resolution shall constitute the report and recommendation of the RPC to the County CDC and the Board of Supervisors concerning the draft Plan. The RPC hereby authorizes and directs the staff of the RPC to transmit a copy of this resolution to the County CDC and the Board of Supervisors.
5. The RPC hereby recommends the approval of the proposed draft Plan by the County CDC and the Board of Supervisors.
6. The RPC hereby authorizes and directs the staff of the RPC to transmit to the County CDC, by way of this resolution, its recommendation that where appropriate in the future, the County CDC consider increasing housing and recreation opportunities within the project area.

I hereby certify that the foregoing resolution was adopted by the Los Angeles County Regional Planning Commission on November 30, 2005.

By 
Rosie O. Ruiz, Secretary
Los Angeles County
Regional Planning Commission

APPROVED AS TO FORM:

OFFICE OF THE COUNTY COUNSEL

By 
LAWRENCE L. HAFETZ
Principal Deputy County Counsel

APPENDIX G

2004-2005 COUNTY FISCAL OFFICER'S REPORT



J. TYLER McCAULEY
AUDITOR-CONTROLLER

**COUNTY OF LOS ANGELES
DEPARTMENT OF AUDITOR-CONTROLLER**

KENNETH HAHN HALL OF ADMINISTRATION
500 WEST TEMPLE STREET, ROOM 484
LOS ANGELES, CALIFORNIA 90012-2766
PHONE: (213) 974-8361 FAX: (213) 229-0688

June 23, 2005

Mr. Carlos Jackson, Executive Director
LA County Community Development Commission
2 Coral Circle
Monterey Park, CA 91755

Dear Mr. Jackson:

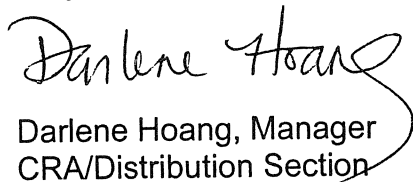
LA COUNTY – WHITESIDE REDEVELOPMENT PROJECT

The attached schedules are provided to your agency in compliance with Section 33328 of the Health and Safety Code. Revenue calculations are based upon the total 2004-2005 assessed valuations of those parcels within the proposed project area as compiled by the County Assessor's Office.

Also included is our invoice for the cost incurred by the Assessor's and our office in compiling and preparing the schedules as provided in Section 33328.7 of the Health and Safety Code. Copies of this report have been forwarded to the administrative representatives of the affected taxing agencies.

Should you have any questions regarding the schedules, please contact **David Chang** or **Dorothy Ceniza-Bernal** of my staff at (213) 974-8290 and (213) 893-0693, respectively. Our fax number is (213) 229-0179.

Very truly yours,



Darlene Hoang, Manager
CRA/Distribution Section
Tax Division

DH:DC:dcb

H:\Community Redevelopment\CRA's\Fiscal Reports – Pending Projects\LA County – Whiteside

Attachments

c: (see attached list)

Mr. Carlos Jackson
June 23, 2005
Page 2

- c: Robert Moran – LA County Chief Administrative Office
Michael Hanks – LA County Public Library
Helen Jo – LA County Consolidated Fire Protection District
Patrick Dechellis – LA County Department of Public Works
Jack Hazelrigg – Greater LA County Vector Control
Tom Mueller – LA County Sanitation District
Scott Ota – Water Replenishment District of So Cal
Patricia Goodman – LA County Office of Education
Marshall Drummond – LA Community College
Yoshiko Fong – LA Unified School District

**AUDITOR-CONTROLLER, TAX DIVISION
LOS ANGELES COUNTY - WHITESIDE REDEVELOPMENT PROJECT
SCHEDULE OF BASE YEAR ASSESSED VALUATIONS
BASE YEAR 2004 - 2005**

SECURED VALUATIONS

Locally Assessed

Land	48,916,981	
Improvements	40,443,712	
Personal Property	<u>4,259,523</u>	
Gross Total	93,620,216	
Less: Exemptions	<u>372,599</u>	
Total - Locally Assessed		93,247,617

PUBLIC UTILITY

Land	N/A	
Improvements	N/A	
Personal Property	<u>N/A</u>	
Total - Public Utility		<u>N/A</u>

Total - Secured Valuations 93,247,617

UNSECURED VALUATIONS

Land	0	
Improvements	10,988,916	
Personal Property	<u>9,055,935</u>	
Gross Total	20,044,851	
Less: Exemptions	<u>0</u>	
Total- Unsecured Valuations		<u>20,044,851</u>

GRAND TOTAL

113,292,468

**AUDITOR-CONTROLLER, TAX DIVISION
LOS ANGELES COUNTY - WHITESIDE REDEVELOPMENT PROJECT
SCHEDULE OF BASE YEAR ASSESSED VALUATIONS
FISCAL YEAR 2003 - 2004**

SECURED VALUATIONS

Locally Assessed

Land	50,553,131	
Improvements	39,246,679	
Personal Property	<u>4,675,196</u>	
Gross Total	94,475,006	
Less: Exemptions	<u>357,031</u>	
Total - Locally Assessed		94,117,975

PUBLIC UTILITY

Land	0	
Improvements	0	
Personal Property	<u>0</u>	
Total - Public Utility		<u>0</u>

Total - Secured Valuations 94,117,975

UNSECURED VALUATIONS

Land	0	
Improvements	11,978,862	
Personal Property	<u>14,864,567</u>	
Gross Total	26,843,429	
Less: Exemptions	<u>0</u>	
Total- Unsecured Valuations		<u>26,843,429</u>

GRAND TOTAL

120,961,404

AUDITOR-CONTROLLER, TAX DIVISION
LOS ANGELES COUNTY - WHITESIDE REDEVELOPMENT PROJECT
SCHEDULE OF BASE YEAR REVENUE - SECURED
BASE YEAR 2004 - 2005

ACCT NO.	AGENCY	A.V.	RATE	REVENUE
1.53	DETENTION FACILITIES 1987 DEBT S	93,247,617	0.000923	\$860.68
30.60	LA.CO.FL.CON.STORM DR.D.S.#4	89,360,693	0.000211	188.55
30.61	FLOOD CON. REF. BONDS 1993 DS	89,360,693	0.000034	30.38
315.05	CENTRAL BASIN MWD 1114	93,247,617	0.005800	5,408.36
805.50	L. A. CCD DS 2001 SER-A	93,247,617	0.005691	5,306.72
805.52	L. A. CCD DS 2003 SER B	93,247,617	0.001007	939.00
805.53	L. A. CCD DS 2003 TAX'BLE S-C	93,247,617	0.000840	783.28
805.54	L. A. CCD DS 2003 REF BOND S-A	93,247,617	0.008744	8,153.57
805.55	L.A. CCD DS 2003 SER 2004B	93,247,617	0.001317	1,228.07
805.56	L.A. CCD DS 2001 SER 2004A	93,247,617	0.000499	465.31
887.03	LOS ANGELES UNIFIED SCHOOL DIST	93,247,617	0.000143	133.34
887.51	LOS ANGELES UNIF DS 1997 SER A	93,247,617	0.007327	6,832.25
887.52	LOS ANGELES UNIF DS 1997 SER B	93,247,617	0.005577	5,200.42
887.53	LOS ANGELES U.S.D. DS 1997 SER C	93,247,617	0.004977	4,640.93
887.54	LOS ANGELES U.S.D. DS 1997 SER D	93,247,617	0.006365	5,935.21
887.55	LOS ANGELES USD DS 1997 SER E	93,247,617	0.010358	9,658.59
887.56	LOS ANGELES USD DS 2002 REFDG BD	93,247,617	0.003944	3,677.69
887.57	LOS ANGELES USD DS 1997 SER F	93,247,617	0.011999	11,188.78
887.58	LOS ANGELES USD DS 2002 SER A	93,247,617	0.031972	29,813.13
887.59	LOS ANGELES USD DS 2004 SER A	93,247,617	0.006177	5,759.91
TOTAL VOTED INDEBTEDNESS				<u>\$106,204.17</u>
1.00	GENERAL TAX LEVY	93,247,617	1.000000	<u>932,476.17</u>
GRAND TOTAL				<u><u>\$1,038,680.34</u></u>

**AUDITOR-CONTROLLER, TAX DIVISION
LOS ANGELES COUNTY - WHITESIDE REDEVELOPMENT PROJECT
SCHEDULE OF BASE YEAR REVENUE - UNSECURED
BASE YEAR 2004 - 2005**

ACCT. NO.	AGENCY	A.V.	RATE	REVENUE
1.53	DETENTION FACILITIES 1987 DEBT S	20,044,851	0.000992	\$198.84
30.60	LA.CO.FL.CON.STORM DR.D.S.#4	10,988,916	0.000425	46.70
30.61	FLOOD CON. REF. BONDS 1993 DS	10,988,916	0.000037	4.07
315.05	CENTRAL BASIN MWD 1114	20,044,851	0.006100	1,222.74
805.50	L. A. CCD DS 2001 SER-A	20,044,851	0.008353	1,674.35
805.52	L. A. CCD DS 2003 SER B	20,044,851	0.000408	81.78
805.53	L. A. CCD DS 2003 TAX'BLE S-C	20,044,851	0.000978	196.04
805.54	L. A. CCD DS 2003 REF BOND S-A	20,044,851	0.010118	2,028.14
887.03	L.A. CCD DS 2003 SER 2004B	20,044,851	0.000160	32.07
887.51	L.A. CCD DS 2001 SER 2004A	20,044,851	0.008064	1,616.42
887.52	LOS ANGELES UNIFIED SCHOOL DIST	20,044,851	0.006103	1,223.34
887.53	LOS ANGELES UNIF DS 1997 SER A	20,044,851	0.005460	1,094.45
887.54	LOS ANGELES UNIF DS 1997 SER B	20,044,851	0.007151	1,433.41
887.55	LOS ANGELES U.S.D. DS 1997 SER C	20,044,851	0.012003	2,405.98
887.56	LOS ANGELES U.S.D. DS 1997 SER D	20,044,851	0.004494	900.82
887.57	LOS ANGELES USD DS 1997 SER E	20,044,851	0.003699	741.46
887.58	LOS ANGELES USD DS 2002 REFDG BD	20,044,851	0.030011	6,015.66
TOTAL VOTED INDEBTEDNESS				<u>\$20,916.27</u>
1.00	GENERAL TAX LEVY	20,044,851	1.000000	<u>200,448.51</u>
GRAND TOTAL				<u><u>\$221,364.78</u></u>

**AUDITOR-CONTROLLER, TAX DIVISION
LOS ANGELES COUNTY - WHITESIDE REDEVELOPMENT PROJECT
SCHEDULE OF BASE YEAR REVENUE - SECURED 1% BREAKDOWN
BASE YEAR 2004 - 2005**

ACCT. NO.	AGENCY	1% REVENUE
1.05	LOS ANGELES COUNTY GENERAL	\$230,807.38
3.01	L A COUNTY LIBRARY	17,974.08
5.05	ROAD DIST # 1	4,894.48
7.30	CONSOL. FIRE PRO.DIST.OF L.A.CO.	140,585.05
7.31	L A C FIRE-FFW	5,299.85
19.40	CO LIGHTING MAINT DIST NO 1687	10,905.26
30.10	L.A.CO.FL.CON.DR.IMP.DIST.MAINT.	1,267.18
30.70	LA CO FLOOD CONTROL MAINT	7,170.90
33.30	BELVEDERE GARBAGE DISPOSAL DIST	39,503.55
61.80	GREATER L A CO VECTOR CONTROL	276.30
66.10	CO SANITATION DIST NO 2 OPERAT	10,035.85
350.90	WTR REPLENISHMENT DIST OF SO CAL	137.84
400.00	EDUCATIONAL REV AUGMENTATION FD	81,117.64
400.01	EDUCATIONAL AUG FD IMPOUND	172,561.15
400.15	COUNTY SCHOOL SERVICES	1,133.94
400.21	CHILDREN'S INSTIL TUITION FUND	2,250.48
805.04	L.A.CITY COMMUNITY COLLEGE DIST	24,199.50
805.20	L.A.COMM.COLL.CHILDREN'S CTR FD	250.21
887.03	LOS ANGELES UNIFIED SCHOOL DIST	178,167.22
887.06	CO.SCH.SERV.FD.- LOS ANGELES	9.94
887.07	DEV. CTR. HDCPD MINOR-L A UNIF.	1,004.93
887.20	LOS ANGELES CHILDRENS CENTER FD	2,923.44
TOTAL 1% REVENUE		(SECURED) \$932,476.17

Note: ERAF share will be removed from the tax increment revenue computation once the Tax Rate Area (TRA) is converted to a Community Redevelopment Agency TRA in compliance with R&T Code Section 97.4 (AB860), where it states ERAF has no gain or loss in a Redevelopment Area.

AUDITOR-CONTROLLER, TAX DIVISION
LOS ANGELES COUNTY - WHITESIDE REDEVELOPMENT PROJECT
SCHEDULE OF BASE YEAR REVENUE - UNSECURED 1% BREAKDOWN
BASE YEAR 2004 - 2005

ACCT. NO.	AGENCY	1% REVENUE
1.05	LOS ANGELES COUNTY GENERAL	\$49,860.20
3.01	L A COUNTY LIBRARY	3,878.17
5.05	ROAD DIST # 1	1,055.15
7.30	CONSOL. FIRE PRO.DIST.OF L.A.CO.	30,307.25
7.31	L A C FIRE-FFW	1,144.90
19.40	CO LIGHTING MAINT DIST NO 1687	1,777.99
30.10	L.A.CO.FL.CON.DR.IMP.DIST.MAINT.	273.73
30.70	LA CO FLOOD CONTROL MAINT	1,548.98
33.30	BELVEDERE GARBAGE DISPOSAL DIST	8,556.07
61.80	GREATER L A CO VECTOR CONTROL	59.67
66.10	CO SANITATION DIST NO 2 OPERAT	2,166.30
350.90	WTR REPLENISHMENT DIST OF SO CAL	29.72
400.00	EDUCATIONAL REV AUGMENTATION FD	17,437.34
400.01	EDUCATIONAL AUG FD IMPOUND	37,094.38
400.15	COUNTY SCHOOL SERVICES	244.45
400.21	CHILDREN'S INSTIL TUITION FUND	485.15
805.04	L.A.CITY COMMUNITY COLLEGE DIST	5,216.91
805.20	L.A.COMM.COLL.CHILDREN'S CTR FD	53.94
887.03	LOS ANGELES UNIFIED SCHOOL DIST	38,409.19
887.06	CO.SCH.SERV.FD.- LOS ANGELES	2.14
887.07	DEV. CTR. HDCPD MINOR-L A UNIF.	216.64
887.20	LOS ANGELES CHILDRENS CENTER FD	630.24
TOTAL 1% REVENUE		(UNSECURED)
		<u><u>\$200,448.51</u></u>

Note: ERAF share will be removed from the tax increment revenue computation once the Tax Rate Area (TRA) is converted to a Community Redevelopment Agency TRA in compliance with R&T Code Section 97.4 (AB860), where it states ERAF has no gain or loss in a Redevelopment Area.

**AUDITOR-CONTROLLER, TAX DIVISION
LOS ANGELES COUNTY - WHITESIDE REDEVELOPMENT PROJECT
SCHEDULE OF COUNTYWIDE 1% REVENUE
BASE YEAR 2004 - 2005**

ACCT NO.	AGENCY	NET PTR
1.05	LOS ANGELES COUNTY GENERAL	\$1,803,118,762.77
3.01	L A COUNTY LIBRARY	43,213,290.91
5.05	ROAD DIST # 1	886,534.49
7.30	CONSOL. FIRE PRO.DIST.OF L.A.CO.	330,328,343.57
7.31	L A C FIRE-FFW	74,613,098.99
19.40	CO LIGHTING MAINT DIST NO 1687	8,396,203.97
30.10	L.A.CO.FL.CON.DR.IMP.DIST.MAINT.	10,485,644.28
30.70	LA CO FLOOD CONTROL MAINT	59,309,559.56
33.30	BELVEDERE GARBAGE DISPOSAL DIST	1,034,490.59
61.80	GREATER L A CO VECTOR CONTROL	989,625.84
66.10	CO SANITATION DIST NO 2 OPERAT	3,502,572.59
350.90	WTR REPLENISHMENT DIST OF SO CAL	349,258.34
400.00	EDUCATIONAL REV AUGMENTATION FD	513,425,142.05
400.01	EDUCATIONAL AUG FD IMPOUND	1,120,542,973.48
400.15	COUNTY SCHOOL SERVICES	9,096,087.20
400.21	CHILDREN'S INSTIL TUITION FUND	18,050,162.17
805.04	L.A.CITY COMMUNITY COLLEGE DIST	105,020,866.45
805.20	L.A.COMM.COLL.CHILDREN'S CTR FD	1,086,509.50
887.03	LOS ANGELES UNIFIED SCHOOL DIST	613,901,694.30
887.06	CO.SCH.SERV.FD.- LOS ANGELES	34,213.37
887.07	DEV. CTR. HDCPD MINOR-L A UNIF.	3,462,474.45
887.20	LOS ANGELES CHILDRENS CENTER FD	10,085,146.44
TOTAL 1% COUNTYWIDE PTR		\$4,730,932,655.31

AUDITOR-CONTROLLER, TAX DIVISION
LOS ANGELES COUNTY - WHITESIDE REDEVELOPMENT PROJECT
SCHEDULE OF COUNTYWIDE D/S REVENUE
BASE YEAR 2004 - 2005

ACCT. NO.	AGENCY	ADJ.TXBL NET	RATE	REVENUE
1.53	DETENTION FACILITIES 1987 DEBT S	639,472,592,957	0.000923	\$5,902,332.03
30.60	LA.CO.FL.CON.STORM DR.D.S.#4	648,794,319,892	0.000211	1,368,956.01
30.61	FLOOD CON. REF. BONDS 1993 DS	648,794,319,892	0.000034	220,590.07
315.05	CENTRAL BASIN MWD 1114	61,145,405,080	0.005800	3,546,433.49
805.50	L. A. CCD DS 2001 SER-A	359,070,565,587	0.005691	20,434,705.89
805.52	L. A. CCD DS 2003 SER B	359,070,565,587	0.001007	3,615,840.60
805.53	L. A. CCD DS 2003 TAX'BLE S-C	359,070,565,587	0.000840	3,016,192.75
805.54	L. A. CCD DS 2003 REF BOND S-A	359,070,565,587	0.008744	31,397,130.25
805.55	L.A. CCD DS 2003 SER 2004B	359,070,565,587	0.001317	4,728,959.35
805.56	L.A. CCD DS 2001 SER 2004A	359,070,565,587	0.000499	1,791,762.12
887.03	LOS ANGELES UNIFIED SCHOOL DIST	292,059,962,853	0.000143	417,645.75
887.51	LOS ANGELES UNIF DS 1997 SER A	292,059,962,853	0.007327	21,399,233.48
887.52	LOS ANGELES UNIF DS 1997 SER B	292,059,962,853	0.005577	16,288,184.13
887.53	LOS ANGELES U.S.D. DS 1997 SER C	292,059,962,853	0.004977	14,535,824.35
887.54	LOS ANGELES U.S.D. DS 1997 SER D	292,059,962,853	0.006365	18,589,616.64
887.55	LOS ANGELES USD DS 1997 SER E	292,059,962,853	0.010358	30,251,570.95
887.56	LOS ANGELES USD DS 2002 REFDG BD	292,059,962,853	0.003944	11,518,844.93
887.57	LOS ANGELES USD DS 1997 SER F	292,059,962,853	0.011999	35,044,274.94
887.58	LOS ANGELES USD DS 2002 SER A	292,059,962,853	0.031972	93,377,411.32
887.59	LOS ANGELES USD DS 2004 SER A	292,059,962,853	0.006177	18,040,543.91
TOTAL VOTED INDEBTEDNESS		SECURED		\$335,486,052.96

ACCT. NO.	AGENCY	ADJ.TXBL NET	RATE	REVENUE
1.53	DETENTION FACILITIES 1987 DEBT S	32,053,938,412	0.000992	\$317,975.07
30.60	LA.CO.FL.CON.STORM DR.D.S.#4	9,197,532,425	0.000425	39,089.51
30.61	FLOOD CON. REF. BONDS 1993 DS	9,197,532,425	0.000037	3,403.09
315.05	CENTRAL BASIN MWD 1114	3,461,231,067	0.006100	211,135.10
805.50	L. A. CCD DS 2001 SER-A	20,814,041,076	0.008353	1,738,596.85
805.52	L. A. CCD DS 2003 SER B	20,814,041,076	0.000408	84,921.29
805.53	L. A. CCD DS 2003 TAX'BLE S-C	20,814,041,076	0.000978	203,561.32
805.54	L. A. CCD DS 2003 REF BOND S-A	20,814,041,076	0.010118	2,105,964.68
887.03	L.A. CCD DS 2003 SER 2004B	18,291,206,933	0.000160	29,265.93
887.51	L.A. CCD DS 2001 SER 2004A	18,291,206,933	0.008064	1,475,002.93
887.52	LOS ANGELES UNIFIED SCHOOL DIST	18,291,206,933	0.006103	1,116,312.36
887.53	LOS ANGELES UNIF DS 1997 SER A	18,291,206,933	0.005460	998,699.90
887.54	LOS ANGELES UNIF DS 1997 SER B	18,291,206,933	0.007151	1,308,004.21
887.55	LOS ANGELES U.S.D. DS 1997 SER C	18,291,206,933	0.012003	2,195,493.57
887.56	LOS ANGELES U.S.D. DS 1997 SER D	18,291,206,933	0.004494	822,006.84
887.57	LOS ANGELES USD DS 1997 SER E	18,291,206,933	0.003699	676,591.74
887.58	LOS ANGELES USD DS 2002 REFDG BD	18,291,206,933	0.030011	5,489,374.11
TOTAL VOTED INDEBTEDNESS		UNSECURED		\$18,815,398.50

APPENDIX H

2005-2006 COUNTY FISCAL OFFICER'S REPORT

ROLL YEAR: 2005

BASE YEAR: 2005 SUMMARY VALUES EDIT SCREEN I

PROJECT DESCRIPTION: WHITESIDE REDEV PROJECT, COUNTY OF L.A.

[illegible]

Bottom

F2=Notes F3=Exit F4=Next F7=Search F8=Reports F10=SubMennues F12=CANCEL

CPCRADSEC1

CRA PROJECT TEMPLATE

DATE: 10 - 03 - 2005

SECURED ROLL YEAR: 2005

BASE YEAR: 2005

PROJECT DESCRIPTION: WHITESIDE REDEV PROJECT, COUNTY OF L.A. (NEW BASE YEAR

TRA	ASSESSORID	NF	LAND VAL	IMP VAL	PP VAL	FIX VAL	TOT VAL
=====	=====	==	=====	=====	=====	=====	=====
00964	44pcls	—	3261872	2535018	0	0	5796890
00984	249pcls	—	53374935	37644358	2140743	2065358	95225394
GRAND	TOTAL	—	56636807	40179376	2140743	2065358	101022284

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F3=Exit F4=Next F5=Grandtotal F6=Edit F7=Search F8=Reports F9=A/C/D F10=SubMenus F12=CANCEL

CPCRADSEC2

CRA PROJECT TEMPLATE

DATE: 10 - 03 - 2005

SECURED ROLL YEAR: 2005

E X E M P T I O N S

BASE YEAR: 2005

PROJECT DESCRIPTION: WHITESIDE REDEV PROJECT, COUNTY OF L.A. (NEW BASE YEAR RE

TRA	ASSESSORID	NF	PPX	FIXX	REX	TYPE	HOX	NET VAL
=====	=====	==	=====	=====	=====	=====	=====	=====
00964	44pcls	—	—	0	0	0	126000	5670890
00984	249pcls	—	—	0	0	87310	168000	94970084
GRAND	TOTAL	—	—	0	0	87310	294000	100640974

Bottom

F4=Next F5=Grandtotal F6=Edit F7=Search F8=Reports F9=A/C/D F10=SubMenus F12=CANCEL

CPCRADUNS1

CRA PROJECT TEMPLATE

DATE: 10 - 03 - 2005

UNSECURED ROLL YEAR: 2005

BASE YEAR: 2005

PROJECT DESCRIPTION: WHITESIDE REDEV PROJECT, COUNTY OF L.A. (NEW BASE YEAR)

TRA	ASSESSORID	NF	LAND VAL	IMP VAL	PP VAL	FIX VAL	TOT VAL
=====	=====	==	=====	=====	=====	=====	=====
00964	44pcls	—	0	0	126470	89644	216114
00984	249pcls	—	0	0	11409634	14070263	25479897
GRAND	TOTAL	—	0	0	11536104	14159907	25696011

Bottom

F3=Exit F4=Next F5=Grandtotal F6=Edit F7=Search F8=Reports F9=A/C/D F10=SubMenus F12=CANCEL

CPCRADUNS1

CRA PROJECT TEMPLATE

DATE: 10 - 03 - 2005

UNSECURED ROLL YEAR: 2005 E X E M P T I O N S

BASE YEAR: 2005 - - - - -

PROJECT DESCRIPTION: WHITESIDE REDEV PROJECT, COUNTY OF L.A. (NEW BASE YEAR RE

TRA	ASSESSORID	NF	PPX	FIXX	REX	TYPE	HOX	NET VAL
=====	=====	==	=====	=====	=====	----	=====	=====
00964	44pcls	—	—	0	0	0	0	216114
00984	249pcls	—	—	0	0	0	0	25479897
GRAND	TOTAL	—	—	0	0	0	0	25696011

Bottom

F4=Next F5=Grandtotal F6=Edit F7=Search F8=Reports F9=A/C/D F10=SubMenues F12=CANCEL

APPENDIX I

STATEMENT OF PREPARATION AND REVISED BASE YEAR LETTER SENT TO AFFECTED TAXING ENTITIES

**STATEMENT OF PREPARATION
OF THE
REDEVELOPMENT PLAN FOR THE
WHITESIDE REDEVELOPMENT PROJECT AREA**

TO: Auditor, Assessor and Tax Collector of the County
of Los Angeles, the State Board of Equalization and
All Other Affected Taxing Entities

Pursuant to Section 33327 of the California Health and Safety Code, you are hereby notified that the Community Development Commission of the County of Los Angeles ("Commission") is in the process of preparing the Redevelopment Plan ("Plan") for the Whiteside Redevelopment Project Area ("Project Area"). It is the intention of the Commission to complete and adopt said Plan pursuant to the Community Redevelopment Law (Health and Safety Code Section 33000, *et seq.*).

It is the intention of the Commission to use for the proposed Project Area the 2004-05 tax roll as the Base Year Assessment Roll for the allocation of taxes pursuant to Section 33670 of the Health and Safety Code.

Dated: May 16, 2005

COMMUNITY DEVELOPMENT COMMISSION
OF THE COUNTY OF LOS ANGELES

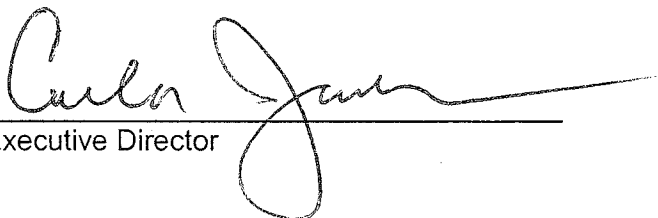
Check one only:

 x Initial Plan

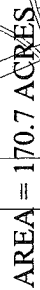
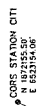
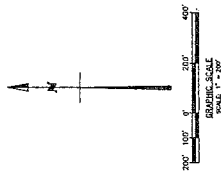
 Amended Plan

170.7 Total Acres

 1 Total Subareas



Executive Director

[illegible]

R.C.D.	R.C.O	D.R.H.
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PSOMAS
11444 West Olympic Boulevard, Suite 750
West Los Angeles, CA 90064-1549
(310) 954-3700 (310) 954-3777 (FAX)

MAP FOR:
COMMUNITY DEVELOPMENT COMMISSION
OF THE COUNTY OF LOS ANGELES
WHITESIDE REDEVELOPMENT BOUNDARY
UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES
STATE OF CALIFORNIA

IL 10, 2005

1000 - 10000

1COM0701

1COM0701

GEOGRAPHIC DESCRIPTION

WHITESIDE BOUNDARY

A parcel of land, in the Unincorporated Territory of the County of Los Angeles, State of California, described as follows:

Beginning at the intersection of the center line of Fowler Avenue, 60 feet wide, as shown on Tract No. 6333, partly in the City of Los Angeles and partly in the Unincorporated Territory of the County of Los Angeles, State of California, as per map recorded in Book 71, Pages 11 through 14, inclusive of Maps, Records of said Records, with the easterly line of the City Boundary of the City of Los Angeles as established on April 4, 1850, and from said intersection CORS Station ELSC, National Geodetic Survey Point Identifier (PID) AJ1861 whose NAD83 California Coordinate System Zone 5, Epoch 2000.35, values are 1,833,266.27 feet (Northing) and 6,498,517.73 feet (Easting), bears South 26 degrees 37 minutes 31 seconds West 10,750.30 feet;

1. thence North 00 degrees 18 minutes 07 seconds West 2,036.68 feet along said easterly line of the City of Los Angeles, being the center line of Indiana Street, 60 feet wide, as shown on said Tract No. 6333, to the southerly line of the City Boundary of the City of Los Angeles as established by Ordinance Number 32360 on June 10, 1915 and from which point CORS Station OXYC, National Geodetic Survey Point Identifier (PID) AJ1907 whose NAD83 California Coordinate System Zone 5, Epoch 2000.35, values are 1,869,322.06 feet (Northing) and 6,498,930.77 feet (Easting), bears North 10 degrees 12 minutes 18 seconds West 24,801.18 feet;
2. thence South 89 degrees 51 minutes 58 seconds East 3,429.33 feet along said southerly boundary to an angle point in said southerly line;
3. thence continuing along said southerly line, North 00 degrees 08 minutes 05 seconds East 198.04 feet;

4. thence continuing along said southerly line South 89 degrees 49 minutes 26 seconds East 998.06 feet to the southwesterly corner of Lot 144 of Tract No. 9552, partly in said City and partly in the Unincorporated Territory of said County, as per map recorded in Book 142, Pages 18, 19, and 20 of said Maps;
5. thence leaving said southerly line, South 74 degrees 56 minutes 27 seconds East 74.33 feet to the most southerly corner of said Lot 144;
6. thence North 72 degrees 55 minutes 28 seconds East 27.74 feet to the northwesterly corner of Lot 121 of said Tract No. 9552;
7. thence South 87 degrees 08 minutes 48 seconds East 75.57 feet to the northeast corner of said Lot 121;
8. thence North 89 degrees 42 minutes 06 seconds East 88.14 feet to the northeasterly corner of Lot 124 of said Tract No. 9552;
9. thence South 43 degrees 44 minutes 17 seconds East 17.83 feet;
10. thence South 03 degrees 28 minutes 29 seconds East 36.66 feet;
11. thence North 88 degrees 50 minutes 19 seconds East 293.49 feet;
12. thence North 88 degrees 51 minutes 57 seconds East 247.95 feet;
13. thence South 85 degrees 01 minutes 11 seconds East 36.08 feet;
14. thence South 67 degrees 32 minutes 08 seconds East 46.72 feet to the northwesterly corner of Lot 88 of Tract No. 10366, in the Unincorporated Territory of said County; as per map recorded in Book 155, Pages 22 through 25, inclusive, of said Maps;
15. thence North 65 degrees 28 minutes 32 seconds East 88.59 feet to the most northerly corner of said Lot 89;
16. thence South 37 degrees 25 minutes 33 seconds East 7.94 feet to the northeasterly corner of said Lot 89;
17. thence South 78 degrees 35 minutes 34 seconds East 77.23 feet;
18. thence South 89 degrees 15 minutes 17 seconds East 86.45 feet from which point
CORS Station CIT1, National Geodetic Survey Point Identifier (PID) AI4471 whose
NAD83 California Coordinate System Zone 5, Epoch 2000.35, values are

- 1,872,155.50 feet (Northing) and 6,523,154.06 feet (Easting), bears North 27 degrees 44 minutes 06 seconds East 30,634.98 feet;
19. thence South 00 degrees 48 minutes 06 seconds West 40.77 feet;
20. thence South 03 degrees 07 minutes 21 seconds East 58.28 feet;
21. thence South 09 degrees 37 minutes 34 seconds East 67.41 feet;
22. thence South 18 degrees 05 minutes 38 seconds East 64.33 feet;
23. thence South 24 degrees 51 minutes 49 seconds East 117.68 feet;
24. thence South 29 degrees 25 minutes 03 seconds East 53.80 feet from which point
CORS Station SGHS, National Geodetic Survey Point Identifier (PID) AJ1924 whose
NAD83 California Coordinate System Zone 5, Epoch 2000.35, values are
1,854,650.72 feet (Northing) and 6,528,675.40 feet (Easting), bears North 63 degrees
04 minutes 17 seconds East 22,060.52 feet;
25. thence South 60 degrees 37 minutes 48 seconds West 46.23 feet to the most easterly
corner of Lot 15, Block L, of Tract No. 6479, in the Unincorporated Territory of said
County, as per map recorded in Book 75, Pages 1 through 5, inclusive of said Maps;
26. thence South 61 degrees 10 minutes 33 seconds West 3,033.65 feet to the most
southerly corner of Lot 4, Block 10, of Tract No. 6332, in the Unincorporated
Territory of said County, as per map recorded in Book 67, Pages 89 through 97,
inclusive, of said Maps;
27. thence South 62 degrees 19 minutes 03 seconds West 100.75 feet;
28. thence South 63 degrees 39 minutes 57 seconds West 43.06 feet;
29. thence South 69 degrees 52 minutes 17 seconds West 36.78 feet;
30. thence South 54 degrees 16 minutes 01 seconds West 60.51 feet;
31. thence South 63 degrees 32 minutes 36 seconds West 69.88 feet to the southeasterly
corner of Lot 2, Block 4 of Tract No. 6332, in the Unincorporated Territory of said
County, as per map recorded in Book 67, Pages 89 through 97, inclusive, of said
Maps;
32. thence North 02 degrees 58 minutes 23 seconds East 16.27 feet;

33. thence South 63 degrees 49 minutes 36 seconds West 68.74 feet to the southwesterly line of Lot 3, Block 4 of said Tract No. 6332;
34. thence North 24 degrees 05 minutes 58 seconds West 139.18 feet to the most westerly corner of said Lot 3;
35. thence North 23 degrees 35 minutes 51 seconds West 27.52 feet;
36. thence North 62 degrees 23 minutes 28 seconds East 124.76 feet to the southeasterly prolongation of the southwesterly line of Lot 2, Block 2 of said Tract No. 6332;
37. thence North 28 degrees 20 minutes 48 seconds West 145.35 feet to the most westerly corner of said Lot 2;
38. thence North 61 degrees 32 minutes 30 seconds East 8.74 feet to the most easterly corner of Lot 5, Block 2 of said Tract No. 6332;
39. thence North 19 degrees 02 minutes 33 seconds East 10.83 feet to the angle point in the center line of that certain alley, 15 feet wide, lying within said Block 2 as shown on said Tract No. 6332;
40. thence North 25 degrees 32 minutes 20 seconds West 275.29 feet along said center line to an angle point therein;
41. thence North 50 degrees 41 minutes 08 seconds West 517.50 feet along said center line to the beginning of a curve, concave to the south and having a radius of 147.50 feet;
42. thence along said center line, westerly 179.21 feet along said curve through a central angle of 69 degrees 36 minutes 43 seconds and a chord bearing and distance of North 85 degrees 29 minutes 30 seconds West 168.39 feet;
43. thence along said center line, South 59 degrees 42 minutes 10 seconds West 423.72 feet to the southeasterly prolongation of the southwesterly line of Lot 48, Block 2, of said Tract No. 6332;
44. thence North 31 degrees 17 minutes 22 seconds West 6.73 feet to the most southerly corner of said Lot 48;
45. thence South 59 degrees 49 minutes 24 seconds West 205.72 feet to an angle point in the southeasterly line of Lot 42, Block 2 of said Tract No. 6332;

46. thence South 57 degrees 47 minutes 25 seconds West 76.98 feet to the most southerly corner of Lot 41, Block 2 of said Tract No. 6332;
47. thence South 54 degrees 55 minutes 04 seconds West 50.22 feet to the most easterly corner of Lot 28, Block 3 of said Tract No. 6332;
48. thence South 55 degrees 23 minutes 36 seconds West 1,079.76 feet; along the southeasterly line of said Lot 28, and along the southeasterly lines of Lots 3 through 27, inclusive, and its southwesterly prolongation;
49. thence North 88 degrees 59 minutes 20 seconds West 262.53 feet;
50. thence South 00 degrees 52 minutes 27 seconds East 36.34 feet to the most northerly corner of Lot 66, Block 4, of said Tract No. 6332;
51. thence along the easterly line of said Lot 66, South 01 degrees 47 minutes 39 seconds West 132.60 feet;
52. thence North 88 degrees 10 minutes 25 seconds West 97.90 feet;
53. thence South 89 degrees 32 minutes 18 seconds West 29.92 feet to said center line of Indiana Street and the easterly line of the City Boundary of the City of Los Angeles;
54. thence along said center line and easterly boundary line, North 00 degrees 18 minutes 07 seconds West 74.95 feet to the point of beginning.

This geographic description is delineated on accompanying "Exhibit Map" and is made a part hereof for reference purposes.

Prepared under the direction of



Robert C. Olson, PLS 5490

PSOMAS

4.28.2005





**COMMUNITY DEVELOPMENT COMMISSION
of the County of Los Angeles**

2 Coral Circle • Monterey Park, CA 91755
323.890.7001 • TTY: 323.838.7449 • www.lacdc.org



Gloria Molina
Yvonne Brathwaite Burke
Zev Yaroslavsky
Don Knabe
Michael D. Antonovich
Commissioners

Carlos Jackson
Executive Director

September 16, 2005

Mr. Mike Harris
State Board of Equalization
Tax Area Services Section
450 "N" Street, MIC: 59
P.O. Box 942879
Sacramento, California 94287-0059

Re: Notice of Change of Base Year for the Whiteside Redevelopment Project

Dear Mr. Harris:

The Community Development Commission of the County of Los Angeles ("Commission") is in the process of adopting the proposed Redevelopment Plan ("Plan") for the Whiteside Redevelopment Project ("Project Area"). The Project Area consists of approximately 171 acres and is located within a portion of the City Terrace area referred to as "Whiteside", which is located within the County of Los Angeles ("County") unincorporated territory along the Interstate 10 Freeway west of the Interstate 710 Freeway and adjacent to California State University, Los Angeles. The purposes and objectives of the Redevelopment Plan are to eliminate the conditions of blight, as defined by Community Redevelopment Law, existing in the Project Area and to prevent the recurrence of deteriorating conditions in the Project Area. The Commission proposes to eliminate such conditions and prevent their recurrence by providing, pursuant to this Plan, for the planning, development, re-planning, redesign, redevelopment, reconstruction and rehabilitation of the Project Area and by providing for such facilities as may be appropriate or necessary in the interest of the general welfare, in accordance with the County General Plan.

On April 29, 2005, pursuant to Section 33327 of the Community Redevelopment Law (CRL), the Commission notified the State Board of Equalization, the County officials, and all other affected taxing entities of its intention to prepare and adopt the proposed Plan. This statement of preparation established 2004-05 as the base year assessment roll ("base year") for purposes of tax increment collection from within the proposed Project Area. Subsequent to this mailing, on June 23, 2005, the County Auditor-Controller's Office prepared and distributed the County's fiscal officer's report based upon the 2004-05 base year values for the proposed Project Area in

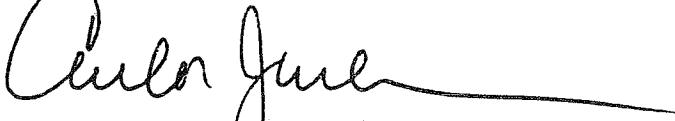


Mr. Mike Harris
September 16, 2005
Page 2

accordance with CRL Section 33328. Pursuant to CRL Section 33328.5, the Commission is now notifying your organization of its intent to change the Plan's base year to 2005-06. Furthermore, the Commission is now requesting that the County Auditor-Controller's Office prepare a revised fiscal officer's report for the proposed Project Area using the 2005-06 base year values.

The Commission will continue to provide all affected taxing entities with notices and documents as required by the CRL and other statutes as may be appropriate. Thank you for your attention to this matter. If you have any questions regarding the Plan adoption process, please contact Cordé Carrillo, Director of Economic/Redevelopment, at (323) 890-7205, or Daniel Rofoli, Redevelopment Coordinator, at (323) 838-7708.

Sincerely,

A handwritten signature in black ink, appearing to read "Carlos Jackson", followed by a long horizontal line extending to the right.

CARLOS JACKSON
Executive Director



**COMMUNITY DEVELOPMENT COMMISSION
of the County of Los Angeles**

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**Gloria Molina
Yvonne Brathwaite Burke
Zev Yaroslavsky
Don Knabe
Michael D. Antonovich**
Commissioners

Carlos Jackson
Executive Director

November 28, 2005

Mr. Mike Harris
State Board of Equalization
Tax Area Services Section
450 "N" Street, MIC: 59
P.O. Box 942879
Sacramento, CA 94287-0059

Re: Redevelopment Plan for the Whiteside Redevelopment Project

Dear Mr. Harris:

The Community Development Commission of the County of Los Angeles ("Commission") is in the process of adopting the proposed Redevelopment Plan ("Plan") for the Whiteside Redevelopment Project ("Project Area"). The Project Area consists of approximately 171 acres and is located within a portion of the City Terrace area referred to as "Whiteside", which is located within the County of Los Angeles unincorporated territory along the Interstate 10 Freeway west of the Interstate 710 Freeway. The Project Area is generally bounded by the City of Los Angeles communities of Boyle Heights on the west and Lincoln Heights on the north, and unincorporated County territory to the south, and the City of Monterey Park on the east. The Project Area primarily consists of industrial land uses with smaller areas consisting of commercial, residential and public land uses. Major streets that traverse the Project Area include Herbert Avenue, Medford Street, Fowler Street, and Whiteside Street.

The primary reason for the selection of the Project Area is to eliminate the conditions of blight within the Project Area, as defined by the Community Redevelopment Law (CRL), including, but not limited to, buildings that are unsafe or unhealthy in which to live or work; incompatible land uses; depreciated or stagnant property values; impaired investments; low lease rates; a high crime rate; and to prevent the re-occurrence of such blight. The Redevelopment Plan will also provide the framework for the future planning, development, and rehabilitation of the Project Area. Furthermore, the Commission is considering revitalizing the Project Area by assisting in developing incubator biomedical land uses within the Project Area to support current biomedical research and development in the region.



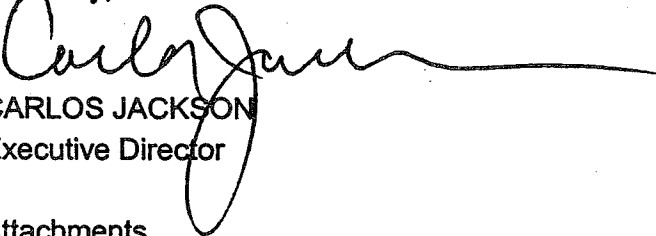
Mr. Mike Harris
November 29, 2005
Page 2

To facilitate redevelopment of the area and in particular the biomedical technology industry, the Commission is proposing to work with the Community Redevelopment Agency of the City of Los Angeles (LACRA), which has an adjacent redevelopment project area (Adelante Eastside Redevelopment Project Area). This joint effort would include merging all of the Project Area with approximately 750 acres of the 2,164-acre Adelante Eastside Redevelopment Project Area.

On November 15, 2005, the Commission authorized the transmittal of the proposed Plan in draft form to the County of Los Angeles and all other affected taxing agencies for the purpose of facilitating consultations with affected taxing entities pursuant to CRL Section 33328. The Commission also authorized in accordance with CRL Section 33344.5 the transmittal of the Preliminary Report to the County of Los Angeles and all other affected taxing agencies. Enclosed is a copy of the proposed Plan and the Preliminary Report.

If you have any questions, or need more information concerning the Plan adoption process and the related attached documents or scheduling of consultation meetings, please contact Corde Carrillo, Director of Economic/Redevelopment at (323) 890-7205 or Daniel Rofoli, Redevelopment Coordinator at (323) 838-7708.

Sincerely,



CARLOS JACKSON
Executive Director

Attachments

DR:nc/l-whiteside

ATTACHMENT E

**REDEVELOPMENT PLAN FOR THE WHITESIDE REDEVELOPMENT
PROJECT**

REDEVELOPMENT PLAN

FOR

WHITESIDE REDEVELOPMENT PROJECT

Adopted on _____, 2006

by

Ordinance No. ____

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Attachment No. 3	Redevelopment Land Use Map
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Attachment No. 5	Legal Description of the Adelante Eastside Redevelopment Project Area
Attachment No. 6	Map of the Adelante Eastside Redevelopment Project Area

**REDEVELOPMENT PLAN
FOR
WHITESIDE REDEVELOPMENT PROJECT**

I. [§100] INTRODUCTION

This is the Redevelopment Plan ("Redevelopment Plan" or "Plan") for the Whiteside Redevelopment Project ("Project" or "Project Area") in unincorporated territory of the County of Los Angeles ("County"). This Plan was prepared by the Community Development Commission of the County of Los Angeles ("Commission") pursuant to the Community Redevelopment Law of the State of California ("Community Redevelopment Law" or "CRL"; Health and Safety Code Section 33000 *et seq.*), the California Constitution, and all applicable local laws and ordinances. The proposed Project Area is located within the City Terrace portion of the County, unincorporated territory more commonly referred to as "Whiteside", which is located along the Interstate 10 Freeway, west of the Interstate 710 Freeway. The proposed Project Area is generally bounded by the City of Los Angeles communities of Boyle Heights on the west and Lincoln Heights on the north, including the Adelante Eastside Redevelopment Project Area of the Community Redevelopment Agency of the City of Los Angeles ("LACRA"), unincorporated County territory to the south, and the City of Monterey Park on the east. The proposed Project Area primarily consists of industrial land uses.

The Commission's primary purpose for this Redevelopment Plan is to eliminate the conditions of blight within the Project Area as defined by the CRL, including buildings that are unsafe or unhealthy to live or work, incompatible land uses, depreciated or stagnant property values, impaired investments, low lease rates and a high crime rate, and to prevent the re-occurrence of such blight. The Redevelopment Plan will also provide the framework for the future planning, development, and rehabilitation of the Project Area. Furthermore, the Commission also intends to facilitate redevelopment of the area and in particular the biomedical technology industry. The Commission is considering a joint effort with the LACRA, which has adopted a redevelopment project area (Adelante Eastside Redevelopment Project Area). The concept is that both entities would work cooperatively to attract and encourage development of the biomedical industry in the combined area. The joint effort would include merging all of the Project Area with the Adelante Eastside Redevelopment Project Area. The primary area of focus for future biomedical industry development would consist of the Project Area and approximately 750 acres of the 2,164-acre Adelante Eastside Redevelopment Project Area, the combined area referred to as the "Focus Area". Both the LACRA and Commission would retain the respective redevelopment areas but a new "Joint Powers Authority" would be formed to govern the Focus Area. The adoption of the Project would be the first step in this joint effort, which would be followed by a merger of the Adelante Eastside and Whiteside Redevelopment Project Areas.

This Redevelopment Plan describes the Commission's authorities, responsibilities and limitations in implementing the redevelopment of the Whiteside Redevelopment Project Area. This Redevelopment Plan is a legal document that incorporates the required components of a Redevelopment Plan as defined by the CRL rather than a specific plan of actions. This Plan consists of the text, the legal description of the Whiteside Redevelopment Project Area Boundaries (Attachment No. 1), the Project Area Map (Attachment No. 2), the Redevelopment Land Use Map (Attachment No. 3), the Potential Public Improvements (Attachment No. 4), and the legal description and map of the Adelante Eastside Redevelopment Project Area (Attachments No. 5 and 6).

This Plan provides the Commission with powers, duties, and obligations to implement and further the program generally formulated in this Plan for the redevelopment, rehabilitation, and revitalization of the area within the Project Area. Because of the long-term nature of this Plan and the need to retain the Commission's flexibility to respond to market and economic conditions, property owner and developer interests, and opportunities from time to time presented for redevelopment, this Plan does not present a precise plan or establish specific projects for the redevelopment, rehabilitation, and revitalization of the Project Area. Instead, this Plan presents a process and a basic framework within which specific plans will be presented, specific projects will be established, and specific solutions will be proposed and which provides tools to the Commission to fashion, develop, and proceed with such specific plans, projects, and solutions.

Sections of this Plan specifically refer to and reiterate existing Community Redevelopment Law statutes. In the event that any CRL statutes are amended from time to time by the State legislature, and such CRL statutes would result in the Plan being in conflict with State law, the State law shall be controlling.

A. §1011 Purposes and Objectives

The purposes and objectives of this Redevelopment Plan are to eliminate the conditions of blight, as defined by Community Redevelopment Law, existing in the Project Area and to prevent the recurrence of deteriorating conditions in the Project Area. The Commission proposes to eliminate such conditions and prevent their recurrence by providing, pursuant to this Plan, for the planning, development, re-planning, redesign, redevelopment, reconstruction and rehabilitation of the Project Area and by providing for such facilities as may be appropriate or necessary in the interest of the general welfare, in accord with the County of Los Angeles' General Plan and other planning documents promulgated pursuant thereto as may be adopted or amended from time to time. The Commission proposes to:

1. Encourage the redevelopment of the Project Area subject to and consistent with the County's General Plan and/or specific development plans as may be adopted

from time to time through the cooperation of private enterprise and public agencies.

2. Enhance the long-term economic well being of the Project Area.
3. Provide public infrastructure improvements and community facilities, such as the installation, construction, and/or reconstruction of streets, utilities, public buildings and facilities (such as facilities for pedestrian circulation and parking facilities), storm drains, utility undergrounding, street lighting, landscaping and other improvements which are necessary for the effective redevelopment of the Project Area.
4. Provide for participation in the redevelopment of property in the Project Area, where feasible, by owners who agree to so participate in conformity with this Redevelopment Plan.
5. Encourage joint efforts and cooperative efforts among property owners, businesses and public agencies to achieve desirable economic development goals and programs and to reduce or eliminate deteriorating conditions.
6. Increase, improve and preserve the community's supply of affordable housing within and outside of the Project Area.
7. Acquire real property.

The foregoing goals and objectives are to be pursued and accomplished, subject to and consistent with, the County General Plan, as amended from time to time.

II. [§200] DESCRIPTION OF PROJECT AREA

The boundaries of the Project Area are described in the "Legal Description of the Project Area Boundaries," attached hereto as Attachment No. 1 and incorporated herein by reference, and are shown on the "Project Area Map," attached hereto as Attachment No. 2 and incorporated herein by reference.

III. [§300] PROPOSED REDEVELOPMENT ACTIONS

A. [§301] General

The Commission proposes to eliminate and prevent the spread of blight and deterioration in the Project Area by:

1. Permitting participation in the redevelopment process by owners of properties located in the Project Area consistent with this Plan and rules adopted by the Commission;
2. The acquisition of real property;
3. The elimination of areas experiencing economic dislocation and disuse;
4. The replanning, redesign and/or redevelopment of areas which are stagnant or improperly utilized, and which would not be accomplished by private enterprise acting alone without public participation and assistance;
5. The protection and promotion of sound development and redevelopment of blighted areas and the general welfare of citizens of the County by remedying such injurious conditions through the employment of appropriate means;
6. The installation of new or replacement of existing public improvements, facilities, and utilities in areas that are currently inadequately served with regard to such improvements, facilities and utilities;
7. The development and rehabilitation of improved housing opportunities outside of the Project Area including housing opportunities for low and moderate income persons and families;
8. Providing relocation assistance to displaced persons and business concerns;
9. The demolition or removal of certain buildings and improvements; and
10. The disposition of property for uses in accordance with this Plan.

In the accomplishment of these purposes and activities and in the implementation and furtherance of this Plan, the Commission is authorized to use all the powers provided in this Plan and all the powers now or hereafter permitted by law.

B. §302 Participation Opportunities; Extension of Preferences for Reentry Within Redeveloped Project Area

1. §303 Opportunities for Owners and Business Occupants

In accordance with this Plan and the rules for participation adopted by the Commission pursuant to this Plan and the Community Redevelopment Law, persons who are owners of real property in the Project Area shall be given a reasonable opportunity to participate in the redevelopment of the Project Area consistent with the objectives of this Plan.

The Commission shall extend reasonable preferences to persons who are engaged in business in the Project Area to remain or reenter into business within the redeveloped Project Area if they otherwise meet the requirements prescribed in this Plan and the rules adopted by the Commission.

2. [§304] Rules for Participation Opportunities, Priorities, and Preferences

In order to provide opportunities to owners to participate in the redevelopment of the Project Area and to extend reasonable preferences to businesses to reenter into business within the redeveloped Project Area, the Commission shall promulgate rules for participation by owners and the extension of preferences to business tenants for reentry within the redeveloped Project Area.

3. [§305] Participation Agreements

The Commission shall require, as a condition of financial participation in development, that each participant shall enter into a binding agreement with the Commission by which the participant agrees to rehabilitate, develop, use and maintain the property in conformance with this Plan and to be subject to the provisions hereof. In such participation agreements, participants may be required to join in the recordation of such documents as may be necessary to ensure the property will be developed and used in accordance with this Plan and the participation agreement. Whether or not a participant enters into a participation agreement with the Commission, the provisions of this Plan are applicable to all public and private property in the Project Area.

4. [§306] Conforming Owners

The Commission may, at its sole and absolute discretion, determine that certain real property within the Project Area presently meets the requirements of this Plan, and the owner of such property will be permitted to remain as a conforming owner without a participation agreement with the Commission provided such owner continues to operate, use, and maintain the real property within the requirements of this Plan.

5. [§307] Implementing Rules

The provisions of Sections 302 through 306 shall be implemented according to the rules adopted by the Commission prior to the approval of this Plan, and the same may be from time to time amended by the Commission. Where there is a conflict between the participation and re-entry preference provisions in this Plan and such rules adopted by the Commission, the Plan shall prevail.

C. [§308] Cooperation with Public Bodies

Certain public bodies are authorized by state law to aid and cooperate, with or without consideration, in the planning, undertaking, construction, or operation of this Project. The Commission shall seek the aid and cooperation of such public bodies and shall attempt to coordinate this Plan with the activities of such public bodies in order to accomplish the purposes of redevelopment and the highest public good.

The Commission, by law, is not authorized to acquire real property owned by public bodies without the consent of such public bodies. The Commission, however, will seek the cooperation of all public bodies which own or intend to acquire property in the Project Area. Any public body which owns or leases property in the Project Area will be afforded all the privileges of owner and tenant participation if such public body is willing to enter into a participation agreement with the Commission. All plans for development of property in the Project Area by a public body shall be subject to County approval.

The Commission may impose on all public bodies the planning and design controls contained in this Plan to insure that present uses and any future development by public bodies will conform to the requirements of this Plan. To the extent now or hereafter permitted by law, the Commission is authorized to financially (and otherwise) assist any public entity in the cost of public land, buildings, facilities, structures, or other improvements that are or would be of benefit to the Project.

D. [§309] Property Acquisition

1. [§310] Real Property

Except as specifically exempted herein, the Commission may acquire, but is not required to acquire, any real property located in the Project Area by gift, devise, exchange, lease, purchase or any other lawful method, including eminent domain, except that eminent domain shall not be utilized to acquire property on which any persons reside.

It is in the public interest and is necessary in order to execute this Plan for the power of eminent domain to be utilized by the Commission to acquire property in the Project Area, except that eminent domain shall not be utilized and eminent domain is not authorized under this Plan to acquire property on which any persons reside. Subject to the limitations and exceptions thereto contained in this Plan, no eminent domain proceeding to acquire non-residential property within the Project Area shall be commenced after twelve (12) years following the effective date of the ordinance approving and adopting the Redevelopment Plan for the Whiteside Redevelopment Project. Such time limitation may be extended only by amendment of this Plan.

The Commission shall not acquire real property to be retained by an owner pursuant to a participation agreement if the owner fully performs under the participation agreement. The Commission is authorized to acquire structures without acquiring the land upon which those structures are located. The Commission is authorized to acquire either the entire fee or any other interest in real property less than a fee.

The Commission shall not acquire real property on which an existing building is to be continued on its present site and in its present form and use without the consent of the owner unless: (a) such building requires structural alteration, improvement, modernization, or rehabilitation; (b) the site, or lot on which the building is situated, requires modification in size, shape, or use; or (c) it is necessary to impose upon such property any of the controls, limitations, restrictions, and requirements of this Plan and the owner fails or refuses to execute a participation agreement in accordance with the provisions of this Plan.

The Commission is not authorized to acquire real property owned by public bodies which do not consent to such acquisition. The Commission is authorized, however, to acquire public property transferred to private ownership before redevelopment of the Project Area is completed, unless the Commission and the private owner enter into a participation agreement and the owner completes his responsibilities under the participation agreement.

2. [§311] Personal Property

Generally, personal property shall not be acquired. However, where necessary in the execution of this Plan, the Commission is authorized to acquire personal property in the Project Area by any lawful means, consistent with Section 310 of this Plan.

E. [§312] Property Management

During such time as property, if any, in the Project Area is owned by the Commission, such property shall be under the management and control of the Commission. Such property may be rented or leased by the Commission pending its disposition for redevelopment, and such rental or lease shall be pursuant to such policies as the Commission may adopt.

F. [§313] Payments to Taxing Agencies

Pursuant to Section 33607.5 of the Community Redevelopment Law, the Commission is required to and shall make payments to affected taxing entities to alleviate the financial burden and detriment that the affected taxing entities may incur as a result of the adoption of this Plan. The payments made by the Commission shall be calculated and paid in accordance with the requirements of Section 33607.5.

G. §314 Relocation of Persons, Business Concerns, and Others Displaced by the Project

1. §315 Relocation Housing Requirements

No persons or families of low and moderate income shall be displaced unless and until there is a suitable housing unit available and ready for occupancy by such displaced person or family at rents comparable to those at the time of their displacement. Such housing units shall be suitable to the needs of such displaced persons or families and must be decent, safe, sanitary, and otherwise standard dwellings. The Commission shall not displace such persons or families until such housing units are available and ready for occupancy.

Permanent housing facilities shall be made available within three years from the time occupants are displaced. Pending the development of such facilities, adequate temporary housing facilities shall be made available to such displaced occupants at rents comparable to those in the community at the time of their displacement.

2. §316 Replacement Housing Plan

Not less than thirty days prior to the execution of an agreement for acquisition of real property, or the execution of an agreement for the disposition and development of property or the execution of an owner participation agreement, which agreement would lead to the destruction or removal of dwelling units from the low and moderate income housing market, the Commission shall adopt, by resolution, a replacement housing plan.

The replacement housing plan shall include: (1) the general location of housing to be rehabilitated, developed, or constructed pursuant to Section 33413 of the Community Redevelopment Law; (2) an adequate means of financing such rehabilitation, development, or construction; (3) a finding that the replacement housing does not require the approval of the voters pursuant to Article XXXIV of the California Constitution, or that such approval has been obtained; (4) the number of dwelling units housing persons and families of low or moderate income planned for construction or rehabilitation; and (5) the timetable for meeting the plan's relocation, rehabilitation, and replacement housing objectives. A dwelling unit whose replacement is required by Section 33413 shall not be destroyed or removed from the low and moderate income housing market until the Commission has by resolution adopted a replacement-housing plan.

Nothing in this section shall prevent the Commission from destroying or removing from the low and moderate income housing market a dwelling unit which the Commission owns and which is an immediate danger to health and safety. The Commission shall, as

soon as practicable, adopt by resolution, a replacement-housing plan with respect to such dwelling unit.

3. **[§317] Assistance in Finding Other Locations**

The Commission shall assist all persons (including individuals and families), business concerns, and others displaced by Commission action in the Project Area in finding other locations and facilities. In order to carry out the Project with a minimum of hardship to persons (including individuals and families), business concerns, and others, if any, displaced from their respective places of residence or business, the Commission shall assist such persons (including individuals and families), business concerns and others in finding new locations that are decent, safe, sanitary, within their respective financial means, in reasonably convenient locations, and otherwise suitable to their respective needs. Such assistance shall be provided pursuant to the California Relocation Assistance Law (Government Code Section 7260 *et seq.*) and Commission rules and regulations adopted pursuant thereto as such may be amended from time to time. The Commission may provide housing outside the Project Area for displaced persons.

4. **[§318] Relocation Payments**

The Commission shall make all relocation payments required by law to persons (including individuals and families), business concerns, and others displaced by the Commission from property in the Project Area. Such relocation payments shall be made pursuant to the California Relocation Assistance Law (Government Code Section 7260 *et seq.*) and Commission rules and regulations adopted pursuant thereto as such may be amended from time to time. The Commission may make such other payments as it may deem appropriate and for which funds are available.

H. **[§319] Demolition, Clearance, and Building and Site Preparation**

1. **[§320] Demolition and Clearance**

The Commission is authorized to demolish and clear buildings, structures, and other improvements from any real property in the Project Area as necessary to carry out the purposes of this Plan.

2. **[§321] Preparation of Building Sites**

The Commission is authorized to prepare, or cause to be prepared, as building sites any real property in the Project Area owned by the Commission. In connection therewith, the Commission may cause, provide for, or undertake the installation or construction of streets, utilities, parks, playgrounds, and other public improvements necessary to carry out this Plan.

Prior consent of the Board of Supervisors of the County of Los Angeles is required for the Commission to develop sites for commercial or industrial use by providing streets, sidewalks, utilities, or other improvements which an owner or operator of the site would otherwise be obligated to provide.

I. **§322 Property Disposition and Development**

1. **§323 Real Property Disposition and Development**

a. **§324 General**

For the purposes of this Plan, the Commission is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property. To the extent permitted by law, the Commission is authorized to dispose of real property by negotiated lease, sale, or transfer without public bidding. Property acquired by the Commission for rehabilitation and resale shall be offered for resale within one (1) year after completion of rehabilitation or an annual report concerning such property shall be published by the Commission as required by law.

Real property acquired by the Commission may be conveyed by the Commission without charge to the County and, where beneficial to the Project Area, without charge to any public body. All real property acquired by the Commission in the Project Area shall be sold or leased to public or private persons or entities for development for the uses permitted in this Plan.

All purchasers or lessees of property acquired from the Commission shall be obligated to use the property for the purposes designated in this Plan, to begin and complete development of the property within a period of time which the Commission fixes as reasonable, and to comply with other conditions which the Commission deems necessary to carry out the purposes of this Plan.

b. **§325 Disposition and Development Documents**

To provide adequate safeguards to ensure that the provisions of this Plan will be carried out and to prevent the recurrence of blight, all real property sold, leased, or conveyed by the Commission, as well as all property subject to participation agreements, is subject to the provisions of this Plan.

The Commission shall reserve such powers and controls in the disposition and development documents as may be necessary to prevent transfer, retention, or use of

property for speculative purposes and to ensure that development is carried out pursuant to this Plan.

Leases, deeds, contracts, agreements, and declarations of restrictions of the Commission may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provisions necessary to carry out this Plan. Where appropriate, as determined by the Commission, such documents, or portions thereof, shall be recorded in the office of the Recorder of Los Angeles County.

All property in the Project Area is hereby subject to the restriction that there shall be no discrimination or segregation based upon race, color, creed, religion, sex, marital status, national origin, or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of property in the Project Area. All property sold, leased, conveyed, or subject to a participation agreement shall be expressly subject by appropriate documents to the restriction that all deeds, leases, or contracts for the sale, lease, sublease, or other transfer of land in the Project Area shall contain such non-discrimination and non-segregation clauses as required by law.

c. [§326] Development by the Commission

To the extent now or hereafter permitted by law, the Commission is authorized to pay for, develop, or construct any publicly-owned building, facility, structure, or other improvement either within or without the Project Area, for itself or for any public body or entity, which buildings, facilities, structures, or other improvements are or would be of benefit to the Project Area. Specifically, the Commission may pay for, install, or construct the buildings, facilities, structures, and other improvements identified in Attachment No. 4, attached hereto and incorporated herein by reference, and may acquire or pay for the land required therefore.

In addition to the public improvements authorized under Section 321 and the publicly-owned improvements identified in Attachment No. 4 of this Plan, the Commission is authorized to install and construct, or to cause to be installed and constructed, within or without the Project Area, for itself or for any public body or entity for the benefit of the Project Area, public improvements and public utilities, including, but not limited to, the following: (1) sewers; (2) natural gas distribution systems; (3) water distribution systems; (4) parks, plazas, and pedestrian paths; (5) parking facilities; (6) landscaped areas; (7) street improvements; and (8) storm water facilities.

The Commission may enter into contracts, leases, and agreements with the County or other public body or entity pursuant to this Section 326, and the obligation of the Commission under such contract, lease, or agreement shall constitute an indebtedness of the Commission which may be made payable out of the taxes levied in the Project Area and allocated to the Commission under subdivision (b) of Section 33670 of the

Community Redevelopment Law and Section 502 of this Plan or out of any other available funds.

d. [§327] Development Plans

All development plans (whether public or private) shall be submitted to the County for approval. All development in the Project Area must conform to County design review standards.

2. [§328] Real Property Disposition and Development

For the purposes of this Plan, the Commission is authorized to lease, sell, exchange, transfer, assign, pledge, encumber, or otherwise dispose of personal property which is acquired by the Commission.

J. [§329] Rehabilitation, Conservation, and Moving of Structures

1. [§330] Rehabilitation and Conservation

The Commission is authorized to rehabilitate and conserve, or to cause to be rehabilitated and conserved, any building or structure in the Project Area owned by the Commission. The Commission is also authorized and directed to advise, encourage, and assist in the rehabilitation and conservation of property in the Project Area not owned by the Commission.

2. [§331] Moving of Structures

As necessary in carrying out this Plan, the Commission is authorized to move, or to cause to be moved, any standard structure or building or any structure or building which can be rehabilitated to a location within or outside the Project Area.

K. [§332] Low and Moderate Income Housing

1. [§333] Authority Generally

The Commission may, inside or outside the Project Area, acquire land, improve sites, or construct or rehabilitate structures in order to provide housing for persons and families of low or moderate income. The Commission may also provide subsidies to or for the benefit of, such persons and families or households to assist them in obtaining housing. The Commission may also sell, lease, grant, or donate real property owned or acquired by the Commission to non-profit or for-profit housing developers in carrying out the provisions of Section 334 herein below.

2. [§334] Replacement Housing

In accordance with Sections 33334.5 and 33413 of the Community Redevelopment Law, whenever dwelling units housing persons and families of low or moderate income are destroyed or removed from the low and moderate income housing market as part of a redevelopment project that is subject to a written agreement with the Commission or where financial assistance has been provided by the Commission, the Commission shall, within four years of such destruction or removal, rehabilitate, develop, or construct, or cause to be rehabilitated, developed, or constructed, for rental or sale to persons and families of low or moderate income, an equal number of replacement dwelling units which have an equal or greater number of bedrooms as those destroyed or removed units at affordable housing costs, as defined by Sections 50052.5 and 50053 of the Health and Safety Code, within the territorial jurisdiction of the Commission, in accordance with all of the provisions of Sections 33413 and 33413.5 of the Community Redevelopment Law. All (100%) of the replacement dwelling units shall be available at affordable housing cost to persons in the same or a lower income category (low, very low or moderate), as the persons displaced from those destroyed or removed units.

3. [§335] Increase, Improve and Preserve the Supply

Pursuant to Section 33334.2 of the Community Redevelopment Law, not less than 20 percent of all taxes which are allocated to the Commission pursuant to subdivision (b) of Section 33670 of the Community Redevelopment Law and Section 502 of this Plan shall be used by the Commission for the purposes of increasing, improving and preserving the County's supply of low and moderate income housing available at affordable housing costs, as defined by Sections 50052.5 and 50053 of the Health & Safety Code, to persons and families of low or moderate income, as defined in Section 50093 of the Health & Safety Code, lower income households, as defined in Section 50079.5 of the Health & Safety Code, very low income households, as defined in Section 50105 of the Health & Safety Code, and extremely low income households, as defined in Section 50106 of the Health & Safety Code, unless one of the findings permitted by Section 33334.2 is made annually by resolution.

The Commission may use these funds to meet, in whole or in part, the replacement housing provisions in Section 334 above. These funds may be used inside or outside the Project Area provided, however, that such funds may be used outside the Project Area only if findings of benefit to the Project are made as required by said Section 33334.2 of the Community Redevelopment Law.

The funds for these purposes shall be held in a separate Low and Moderate Income Housing Fund until used. Any interest earned by such Low and Moderate Income Housing Fund and any repayments or other income to the Commission for loans, advances, or grants, of any kind, from such Low and Moderate Income Housing Fund,

shall accrue to and be deposited in, the fund and may only be used in the manner prescribed for the Low and Moderate Income Housing Fund.

Pursuant to the requirements of Section 33334.12 of the Community Redevelopment Law, upon failure of the Commission to expend or encumber surplus in the Low and Moderate Income Housing Fund within one year from the date the moneys become excess surplus, within the meaning defined in Section 33334.12 of the Community Redevelopment Law, the Commission shall either disburse that excess surplus to the County Housing Authority or to another public agency in accordance with said Section 33334.12, or expend or encumber the excess surplus within two additional years. A housing authority or other public agency shall utilize the moneys for the purposes of, and subject to, the same restrictions that are applicable to the Commission under the Community Redevelopment Law, and for that purpose may exercise all of the powers of a housing authority under the Housing Authorities Law (Section 34200 *et seq.* of the Health and Safety Code) to the extent not inconsistent with these limitations.

4. [§336] New or Rehabilitated Dwelling Units Developed within the Project Area

At least thirty percent (30%) of all new and substantially rehabilitated dwelling units developed by the Commission, if any, shall be available at affordable housing cost to, and occupied by, persons and families of low or moderate income. Not less than fifty percent (50%) of the dwelling units required to be available at affordable housing cost to persons and families of low or moderate income shall be available at affordable housing cost to, and occupied by, very low income households.

At least fifteen percent (15%) of all new and substantially rehabilitated dwelling units developed within the Project Area by public or private entities or persons other than the Commission, if any, shall be available at affordable housing cost to, and occupied by, persons and families of low or moderate income. Not less than forty percent (40%) of the dwelling units required to be available at affordable housing cost to, and occupied by, persons and families of low or moderate income shall be available at affordable housing costs to, and occupied by, very low income households.

The Commission may satisfy the provisions of the above paragraphs, in whole or in part, by any of the methods described in Community Redevelopment Law Section 33413(b) or any other method permitted by law.

The percentage requirements set forth in this Section 336 shall apply independently of the requirements of Section 334 and in the aggregate to housing made available pursuant to the first and second paragraphs, respectively, of this Section 336 and not to each individual case of rehabilitation, development or construction of dwelling units, unless the Commission determines otherwise.

If all or any portion of the Project Area is developed with low or moderate income housing units, the Commission shall require by contract or other appropriate means that such housing be made available for rent or purchase to the persons and families of low and moderate income displaced by the Project. Such persons and families shall be given priority in renting or buying such housing; provided, however, failure to give such priority shall not affect the validity of title to real property.

5. **[\$337] Duration of Dwelling Unit Availability and Commission Monitoring**

The Commission shall require that the aggregate number of replacement dwelling units and other dwelling units rehabilitated developed, constructed, or price-restricted pursuant to Sections 334 and 336 shall remain available at affordable housing cost to persons and families of low income, moderate income and very low income households, respectively, for the longest feasible time, as determined by the Commission, but for not less than 55-years for rental units and 45-years for ownership units, except to the extent a longer or shorter period of time is permitted or required by other provisions of the CRL or other law.

Pursuant to Section 33418 of the Community Redevelopment Law, the Commission shall monitor, on an ongoing basis, any housing affordable to persons and families of low or moderate income developed or otherwise made available pursuant to the Community Redevelopment Law. As part of this monitoring, the Commission shall require owners or managers of the housing to submit an annual report to the Commission. The annual reports shall include for each rental unit the rental rate and the income and family size of the occupants, and for each owner-occupied unit whether there was a change in ownership from the prior year and, if so, the income and family size of the new owners. The income information required by this section shall be supplied by the tenant in a certified statement on a form provided by the Commission.

L. **[\$338] Implementation Plans**

In accord with the provisions of Section 33490(b) of the Community Redevelopment Law, the Commission has prepared an initial implementation plan as part of the adoption of the Project. Commencing with the fifth year after the first implementation plan was adopted, and each five years thereafter, the Commission shall adopt, after a public hearing, succeeding implementation plans that shall contain the specific goals and objectives of the Commission for the Project Area, the specific program, including potential projects, and estimated expenditures proposed to be made during the next five years, and an explanation of how the goals and objectives, programs, and expenditures will eliminate blight within the Project Area and implement the requirements of Sections 33334.2, 33334.4, 33334.6, and 33413 of the Community Redevelopment Law. The parts of future implementation plans that address Sections 33334.2, 33334.4, 33334.6, and 33413 of the Community Redevelopment Law shall be adopted every five years

either in conjunction with the General Plan Housing Element cycle or the implementation plan cycle. The Commission may adopt implementation plans that include more than one project area, and may amend the implementation plan after conducting a public hearing on the proposed amendment.

At least once within the five-year term of each plan adopted by the Commission, no earlier than two years and no later than three years after adoption of each plan, the Commission shall conduct a public hearing and hear testimony of all interested parties for the purpose of reviewing this Plan and the implementation plan and evaluating the progress of the Project. The hearing may be for two or more project areas if those project areas are included within the same implementation plans.

IV. [§400] USES PERMITTED IN THE PROJECT AREA

A. [§401] Permitted Land Uses

The “Redevelopment Land Use Map”, attached hereto as Attachment No. 3 and incorporated herein by reference, illustrates the location of the Project Area boundaries, major streets within the Project Area, and the land uses authorized within the Project Area by the current County General Plan. The County will from time to time update and revise the County General Plan. It is the intention that the Redevelopment Plan land uses and overall street layout to be permitted within the Project Area shall be as provided within the County’s General Plan, as it currently exists or as it may from time to time be amended, and as implemented and applied by County ordinances, resolutions and other laws. Uses other than those designated in the County General Plan and its land use map may be authorized by the County from time to time by amendments to the County General Plan as authorized by law.

B. [§402] Other Land Uses

1. [§403] Public Rights-of-Way

As illustrated on the Redevelopment Land Use Map (Attachment No. 3), the major public streets/roadways within the Project Area include Whiteside Street, Herbert Avenue, Medford Street, Fowler Street, Eastern Avenue, Indiana Street, Fishburn Avenue, Ditman Avenue, Miller Avenue, Bonnie Beach Place, and Knowles Avenue.

Additional public streets, alleys, and easements may be created in the Project Area as needed for proper development. Existing streets, alleys, and easements may be abandoned, closed, or modified as necessary for proper development of the Project.

Any changes in the existing interior or exterior street layout shall be in accordance with the County's General Plan, the objectives of this Plan, and the County's design standards, and shall be effectuated in the manner prescribed by state and local law, and shall be guided by the following criteria:

- a. The requirements imposed by such factors as topography, traffic safety and aesthetics;
- b. The potential need to serve not only the Project Area and new or existing developments but to also serve areas outside the Project by providing convenient and efficient vehicular access and movement; and
- c. The potential need or desire to accommodate the facilities and/or equipment of mass transportation modes.

The public rights-of-way may be used for vehicular and/or pedestrian traffic, as well as for public improvements, public and private utilities, and activities typically found in public rights-of-way.

2. [§404] Other Public, Semi-Public, Institutional, and Non-profit Uses

For any area of the Project Area, the Commission, per the land use designations and regulations within the County's General Plan, is authorized to permit the maintenance, establishment, or enlargement of public, semi-public, institutional, or non-profit uses, including park and recreational facilities, libraries, educational, fraternal, employee, philanthropic, religious and charitable institutions, utilities, railroad rights-of-way, and facilities of other similar associations or organizations. All such uses shall, to the extent possible, conform to the provisions of this Plan applicable to the uses in the specific area involved. The Commission may impose such other reasonable requirements and/or restrictions as may be necessary to protect the development and use of the Project Area.

3. [§405] Interim Uses

Pending the ultimate development of land by developers and participants, the Commission is authorized to use or permit the use of any land in the Project Area for interim uses that are not in conformity with the uses permitted in this Plan.

4. [§406] Non-conforming Uses

The Commission may permit an existing use to remain in an existing building in good condition which use does not conform to the provisions of this Plan, provided that such use is generally compatible with existing and proposed developments and uses in the Project Area.

The Commission may authorize additions, alterations, repairs, or other improvements in the Project Area for uses which do not conform to the provisions of this Plan where such improvements are within a portion of the Project where, in the determination of the Commission, such improvements would be compatible with surrounding Project uses and development.

C. [§407] General Controls and Limitations

All real property in the Project Area is made subject to the controls and requirements of this Plan.

1. [§408] Construction

All construction in the Project Area shall comply with all applicable state and local laws and codes in effect from time to time. In addition to applicable codes, ordinances, or other requirements governing development in the Project Area, additional specific performance and development standards may be adopted by the Commission to control and direct redevelopment activities in the Project Area.

2. [§409] Rehabilitation and Retention of Properties

Any existing structure within the Project Area approved by the Commission for retention and rehabilitation shall be repaired, altered, reconstructed, or rehabilitated in such a manner that it will be safe and sound in all physical respects and be attractive in appearance and not detrimental to the surrounding uses.

3. [§410] Limitation on the Number of Buildings

The approximate number of buildings in the Project Area shall not exceed the number of buildings permitted under the County's General Plan.

4. [§411] Number of Dwelling Units

The number of dwelling units permitted in the Project Area shall not exceed the number of dwelling units permitted under the County's General Plan as it now exists or may be amended.

5. [§412] Limitation on Type, Size, and Height of Buildings

Except as set forth in other sections of this Plan, the type, size, and height of buildings shall be as limited by applicable federal, state, and local statutes, ordinances, and regulations.

6. [§413] Open Spaces, Landscaping, Light, Air, and Privacy

The approximate amount of open space to be provided in the Project Area is the total of all areas, which will be in the public rights-of-way, the public ground, the space around buildings, and all other outdoor areas not permitted to be covered by buildings.

Landscaping shall be provided to enhance open spaces in the Project Area and create a high-quality aesthetic environment.

Sufficient space shall be maintained between buildings in all areas to provide adequate light, air, and privacy.

7. [§414] Signs

All signs shall conform to County sign ordinances and other requirements as they now exist or are hereafter amended.

8. [§415] Utilities

The Commission shall require that all utilities be placed underground whenever physically and economically feasible.

9. [§416] Incompatible Uses

No use or structure which by reason of appearance, traffic, smoke, glare, noise, odor, or similar factors, as determined by the Commission, would be incompatible with the surrounding areas or structures shall be permitted in any part of the Project Area.

10. [§417] Non-discrimination and Non-segregation

There shall be no discrimination or segregation based upon race, color, creed, religion, sex, marital status, national origin, or ancestry permitted in the sale lease, sublease, transfer, use, occupancy, tenure, or enjoyment of property in the Project Area.

11. [§418] Minor Variations

Under exceptional circumstances, the Commission is authorized to permit a variation from the limits, restrictions, and controls established by this Plan. In order to permit such variation, the Commission must determine that:

- a. The application of certain provisions of this Plan would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of this Plan;

- b. There are exceptional circumstances or conditions applicable to the property or to the intended development of the property which do not apply generally to other properties having the same standards, restrictions, and controls;
- c. Permitting a variation will not be materially detrimental to the public welfare or injurious to property or improvements in the area; and
- d. Permitting a variation will not be contrary to the objectives of this Plan or the County's General Plan.

No variation shall be granted which changes a basic land use or which permits other than a minor departure from the provisions of this Plan. In permitting any such variation, the Commission shall impose such conditions as are necessary to protect the public peace, health, safety, or welfare and to assure compliance with the purposes of this Plan. Any variation permitted by the Commission hereunder shall not supersede any other approval required under applicable County codes and ordinances.

D. [\$419] Design for Development

Within the limits, restrictions, and controls established in this Plan, the Commission is authorized to establish heights of buildings, land coverage, setback requirements, design criteria, traffic circulation, traffic access, and other development and design controls necessary for proper development of both private and public areas within the Project Area. Such limitations, restrictions and controls are subject to the County's General Plan and zoning standards.

No new improvement shall be constructed, and no existing improvement shall be substantially modified, altered, repaired, or rehabilitated, except in accordance with this Plan and any such controls and, in the case of property which is the subject of a disposition and development or participation agreement with the Commission and any other property, at the discretion of the Commission, in accordance with architectural, landscape, and site plans submitted to and approved in writing by the Commission. One of the objectives of this Plan is to create an attractive and pleasant environment in the Project Area. Therefore, such plans shall give consideration to good design, open space, and other amenities to enhance the aesthetic quality of the Project Area. The Commission shall not approve any plans that do not comply with this Plan.

E. [\$420] Building Permits

No permit shall be issued for the construction of any building or for any construction on an existing building in the Project Area from the date of adoption of this Plan until the application for such permit has been approved as consistent with all County requirements. An application shall be deemed consistent with this Plan if it is consistent

with the County's General Plan, applicable zoning ordinances and any adopted design for development.

The Commission is authorized to review and approve all permits for projects receiving Commission financial assistance.

V. [§500] METHODS OF FINANCING THE PROJECT

A. [§501] General Description of the Proposed Financing Method

The Commission is authorized to finance this Project with financial assistance from the County, the State of California, the federal government, tax increment funds, interest income, Commission bonds, donations, loans from private financial institutions, the lease or sale of Commission-owned property, or any other available source, public or private.

The Commission is also authorized to obtain advances, borrow funds, and create indebtedness in carrying out this Plan. The principal and interest on such advances, funds, and indebtedness may be paid from tax increments or any other funds available to the Commission. Advances and loans for survey and planning and for the operating capital for nominal administration of this Project may be provided by the County until adequate tax increment or other funds are available, or sufficiently assured, to repay the advances and loans and to permit borrowing adequate working capital from sources other than the County. The County, as it is able, may also supply additional assistance through County loans and grants for various public facilities.

The County or any other public agency may expend money to assist the Commission in carrying out this Project. As available, gas tax funds from the state and County may be used for street improvements and public transit facilities.

B. [§502] Tax Increment Funds

All taxes levied upon taxable property within the Project Area each year, by or for the benefit of the State of California, the County of Los Angeles, any district, or any other public corporation (hereinafter sometimes called "taxing agencies"), after the effective date of the ordinance approving this Plan shall be divided as follows:

1. That portion of the taxes which would be produced by the rate upon which the tax is levied each year by or for each of said taxing agencies upon the total sum of the assessed value of the taxable property in the Project as shown upon the assessment roll used in connection with the taxation of such property by such taxing agency, last equalized prior to the effective date of such ordinance, shall be allocated to and when collected shall be paid into the funds of the respective

taxing agencies as taxes by or for the taxing agencies on all other property are paid (for the purpose of allocating taxes levied by or for any taxing agency or agencies which did not include the territory of the Project on the effective date of such ordinance but to which such territory is annexed or otherwise included after such effective date, the assessment roll of the County of Los Angeles, last equalized on the effective date of said ordinance, shall be used in determining the assessed valuation of the taxable property in the Project on said effective date).

2. Except as provided in subdivision 3 of this Section 502, below, that portion of said levied taxes each year in excess of such amount shall be allocated to and when collected shall be paid into a special fund of the Commission to pay the principal of and interest on loans, moneys advanced to, or indebtedness (whether funded, refunded, assumed, or otherwise) incurred by the Commission to finance or refinance, in whole or in part, this Project. Unless and until the total assessed valuation of the taxable property in the Project exceeds the total assessed value of the taxable property in the Project as shown by the last equalized assessment roll referred to in subdivision 1 of this Section 502, above, all of the taxes levied and collected upon the taxable property in the Project shall be paid into the funds of the respective taxing agencies as taxes on all other property are paid.
3. That portion of the taxes in excess of the amount identified in subdivision 1 of this Section 502, above, which are attributable to a tax rate levied by a taxing agency which was approved by the voters of the taxing agency on or after January 1, 1989, for the purpose of producing revenues in an amount sufficient to make annual repayments of the principal of, and the interest on, any bonded indebtedness for the acquisition or improvement of real property shall be allocated to, and when collected shall be paid into, the fund of that taxing agency.

The portion of taxes mentioned in subdivision 2 of this Section 502, above, are hereby irrevocably pledged for the payment of the principal of and interest on the advance of moneys, or making of loans or the incurring of any indebtedness (whether funded, refunded, assumed, or otherwise) by the Commission to finance or refinance the Project, in whole or in part. The Commission is authorized to make such pledges as to specific advances, loans, and indebtedness as appropriate in carrying out the Project.

C. [\$503] Bonds, Advances and Indebtedness

The Commission is authorized to issue bonds from time to time, if it deems appropriate to do so, in order to finance all or any part of the Project. Neither the officers, employees and agents of the Commission, nor any persons executing the bonds are liable personally on the bonds by reason of their issuance.

The bonds and other obligations of the Commission are not a debt of the County or the state, nor are any of its political subdivisions liable for them, nor in any event shall the bonds or obligations be payable out of any funds or properties other than those of the Commission, and such bonds and other obligations shall so state on their face. The bonds do not constitute an indebtedness within the meaning of any constitutional or statutory debt limitation or restriction.

The amount of bonded indebtedness to be repaid in whole or part from the allocation of taxes described in subdivision 2 of Section 502 above which can be outstanding at any one time for the Project Area shall not exceed seventy million dollars (\$70,000,000) in principal amount, except by amendment of this Plan. This limit, however, shall not prevent the Commission from issuing additional bonds in order fulfill the Commission's obligations under Section 33413 of the Health and Safety Code.

D. [\$504] Time Limit on Establishment of Indebtedness

The Commission shall not establish or incur loans, advances, or indebtedness to finance in whole or in part the Project Area beyond twenty (20) years from the date of adoption of the ordinance approving and adopting the Redevelopment Plan for the Whiteside Redevelopment Project.

Loans, advances, or indebtedness may be repaid over a period of time beyond said time limit. This time limit shall not prevent the Commission from incurring debt to be paid from the Low and Moderate Income Housing Fund established pursuant to Section 33334.2 of the Community Redevelopment Law and Section 335 of this Plan, or establishing more debt in order to fulfill the Commission's obligations under Section 33413 of the Community Redevelopment Law and Section 334 of this Plan. The above limit shall not prevent the Commission from refinancing, refunding or restructuring indebtedness after the time limit if the indebtedness is not increased and the time during which the indebtedness is to be repaid is not extended beyond the time limit contained in this Section 504.

E. [\$505] Time Limit on Receipt of Tax Increment

The Commission may not receive and shall not repay indebtedness with the proceeds from property taxes received pursuant to 33670 of the Community Redevelopment Law and Section 502 of this Plan beyond 45 years from the adoption of the Redevelopment Plan for the Whiteside Redevelopment Project, except to repay debt to be paid from the Low and Moderate Income Housing Fund established pursuant to Section 33334.2 of the Community Redevelopment Law and Section 335 of this Plan, or debt established in order to fulfill the Commission's obligations under Section 33413 of the Community Redevelopment Law and Section 334 of this Plan.

F. [\$506] Other Loans and Grants

Any other loans, grants, guarantees, or financial assistance from the United States, the State of California, or any other public or private source will be utilized if available.

VI. [\$600] ACTIONS BY THE COUNTY

The County shall aid and cooperate with the Commission in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of this Plan and to prevent the recurrence or spread in the area of conditions causing blight. Actions by the County shall include, but not be limited to, the following:

- A. Institution and completion of proceedings for opening, closing, vacating, widening, or changing the grades of streets, alleys, and other public rights-of-way and for other necessary modifications of the streets, the street layout, and other public rights-of way in the Project Area. Such action by the County shall include the requirement of abandonment, removal, and relocation by the public utility companies of their operations of public rights-of-way as appropriate to carry out this Plan provided that nothing in this Plan shall be construed to require the cost of such abandonment, removal, and relocation to be borne by others than those legally required to bear such cost.
- B. Provision of advances, loans, or grants to the Commission or the expenditure of funds for projects implementing this Plan as deemed appropriate by the County and to the extent funds are available therefore.
- C. Institution and completion of proceedings necessary for changes and improvements in private and publicly-owned public utilities within or affecting the Project Area.
- D. Revision of zoning (if necessary) within the Project Area to permit the land uses and development authorized by this Plan.
- E. Imposition wherever necessary (by conditional use permits or other means) of appropriate controls within the limits of this Plan upon parcels in the Project Area to ensure their proper development and use.
- F. Provision for administrative enforcement of this Plan by the County after development. The County and the Commission shall develop and provide for enforcement of a program for continued maintenance by owners of all real property, both public and private, within the Project Area throughout the duration of this Plan.

- G. Performance of the above actions and of all other functions and services relating to public peace, health, safety, and physical development normally rendered in accordance with a schedule which will permit the redevelopment of the Project Area to be commenced and carried to completion without unnecessary delays.
- H. The undertaking and completing of any other proceedings necessary to carry out the Project.

The forgoing actions to be taken by the County do not involve or constitute any commitment for financial outlays by the County unless specifically agreed to and authorized by the County.

VII. [§700] ENFORCEMENT

The administration and enforcement of this Plan, including the preparation and execution of any documents implementing this Plan, shall be performed by the Commission and/or the County.

The provisions of this Plan or other documents entered into pursuant to this Plan may also be enforced by court litigation instituted by either the Commission or the County. Such remedies may include, but are not limited to specific performance, damages, reentry, injunctions, or any other remedies appropriate to the purposes of this Plan. In addition, any recorded provisions which are expressly for the benefit of owners of property in the Project Area may be enforced by such owners.

VIII. [§800] DURATION OF THIS PLAN

Except for the non-discrimination and non-segregation provisions imposed by the Commission which shall run in perpetuity, and the affordable housing covenants imposed by the Commission which shall continue in effect for a period as may be determined and specified by the Commission and the CRL, the provisions of this Plan shall be effective, and the provisions of other documents formulated pursuant to this Plan may be made effective for a period of thirty (30) years from adoption of the Redevelopment Plan for the Whiteside Redevelopment Project provided, however, that, subject to the limitations and exceptions thereto set forth in Sections 504 and 505 of this Plan, the Commission may issue bonds and incur obligations pursuant to this Plan which extend beyond the termination date, and in such event, this Plan shall continue in effect for the purpose of repaying such bonds or other obligations until the date of retirement of such bonds or other obligations.

IX. [§900] PROCEDURE FOR AMENDMENT

This Plan may be amended by means of the procedure established in Sections 33354.6 and/or 33450 *et seq.* of the Community Redevelopment Law or by any other procedure hereafter established by law.

X. [§1000] MERGER

After the effective date of the ordinance adopting this Redevelopment Plan, and after a City of Los Angeles ordinance becomes effective amending and merging the Redevelopment Plan for the Adelante Eastside Redevelopment Project Area (located within the City of Los Angeles and the jurisdiction of the LACRA) with the Whiteside Redevelopment Project, the Whiteside Redevelopment Project will be merged immediately with the Adelante Eastside Redevelopment Project Area (collectively referred to as the "Merged Redevelopment Projects"). The boundaries of the Adelante Eastside Redevelopment Project Area are described in Attachment No. 5 and shown by a diagram (map) in Attachment No. 6 per Section 33333 of the Community Redevelopment Law. Combined, the legal description prepared for the Project Area (Attachment No. 1) and the legal description for the Adelante Eastside Redevelopment Project Area (Attachment No. 5) are the legal descriptions for the Merged Redevelopment Projects.

ATTACHMENT NO. 1

LEGAL DESCRIPTION OF THE PROJECT AREA BOUNDARIES

GEOGRAPHIC DESCRIPTION

WHITESIDE BOUNDARY

A parcel of land, in the Unincorporated Territory of the County of Los Angeles, State of California, described as follows:

Beginning at the intersection of the center line of Fowler Avenue, 60 feet wide, as shown on Tract No. 6333, partly in the City of Los Angeles and partly in the Unincorporated Territory of the County of Los Angeles, State of California, as per map recorded in Book 71, Pages 11 through 14, inclusive of Maps, Records of said Records, with the easterly line of the City Boundary of the City of Los Angeles as established on April 4, 1850, and from said intersection CORS Station ELSC, National Geodetic Survey Point Identifier (PID) AJ1861 whose NAD83 California Coordinate System Zone 5, Epoch 2000.35, values are 1,833,266.27 feet (Northing) and 6,498,517.73 feet (Easting), bears South 26 degrees 37 minutes 31 seconds West 10,750.30 feet;

1. thence North 00 degrees 18 minutes 07 seconds West 2,036.68 feet along said easterly line of the City of Los Angeles, being the center line of Indiana Street, 60 feet wide, as shown on said Tract No. 6333, to the southerly line of the City Boundary of the City of Los Angeles as established by Ordinance Number 32360 on June 10, 1915 and from which point CORS Station OXYC, National Geodetic Survey Point Identifier (PID) AJ1907 whose NAD83 California Coordinate System Zone 5, Epoch 2000.35, values are 1,869,322.06 feet (Northing) and 6,498,930.77 feet (Easting), bears North 10 degrees 12 minutes 18 seconds West 24,801.18 feet;
2. thence South 89 degrees 51 minutes 58 seconds East 3,429.33 feet along said southerly boundary to an angle point in said southerly line;
3. thence continuing along said southerly line, North 00 degrees 08 minutes 05 seconds East 198.04 feet;

4. thence continuing along said southerly line South 89 degrees 49 minutes 26 seconds East 998.06 feet to the southwesterly corner of Lot 144 of Tract No. 9552, partly in said City and partly in the Unincorporated Territory of said County, as per map recorded in Book 142, Pages 18, 19, and 20 of said Maps;
5. thence leaving said southerly line, South 74 degrees 56 minutes 27 seconds East 74.33 feet to the most southerly corner of said Lot 144;
6. thence North 72 degrees 55 minutes 28 seconds East 27.74 feet to the northwesterly corner of Lot 121 of said Tract No. 9552;
7. thence South 87 degrees 08 minutes 48 seconds East 75.57 feet to the northeast corner of said Lot 121;
8. thence North 89 degrees 42 minutes 06 seconds East 88.14 feet to the northeasterly corner of Lot 124 of said Tract No. 9552;
9. thence South 43 degrees 44 minutes 17 seconds East 17.83 feet;
10. thence South 03 degrees 28 minutes 29 seconds East 36.66 feet;
11. thence North 88 degrees 50 minutes 19 seconds East 293.49 feet;
12. thence North 88 degrees 51 minutes 57 seconds East 247.95 feet;
13. thence South 85 degrees 01 minutes 11 seconds East 36.08 feet;
14. thence South 67 degrees 32 minutes 08 seconds East 46.72 feet to the northwesterly corner of Lot 88 of Tract No. 10366, in the Unincorporated Territory of said County; as per map recorded in Book 155, Pages 22 through 25, inclusive, of said Maps;
15. thence North 65 degrees 28 minutes 32 seconds East 88.59 feet to the most northerly corner of said Lot 89;
16. thence South 37 degrees 25 minutes 33 seconds East 7.94 feet to the northeasterly corner of said Lot 89;
17. thence South 78 degrees 35 minutes 34 seconds East 77.23 feet;
18. thence South 89 degrees 15 minutes 17 seconds East 86.45 feet from which point
CORS Station CIT1, National Geodetic Survey Point Identifier (PID) AI4471 whose
NAD83 California Coordinate System Zone 5, Epoch 2000.35, values are

- 1,872,155.50 feet (Northing) and 6,523,154.06 feet (Easting), bears North 27 degrees 44 minutes 06 seconds East 30,634.98 feet;
19. thence South 00 degrees 48 minutes 06 seconds West 40.77 feet;
20. thence South 03 degrees 07 minutes 21 seconds East 58.28 feet;
21. thence South 09 degrees 37 minutes 34 seconds East 67.41 feet;
22. thence South 18 degrees 05 minutes 38 seconds East 64.33 feet;
23. thence South 24 degrees 51 minutes 49 seconds East 117.68 feet;
24. thence South 29 degrees 25 minutes 03 seconds East 53.80 feet from which point
CORS Station SGHS, National Geodetic Survey Point Identifier (PID) AJ1924 whose
NAD83 California Coordinate System Zone 5, Epoch 2000.35, values are
1,854,650.72 feet (Northing) and 6,528,675.40 feet (Easting), bears North 63 degrees
04 minutes 17 seconds East 22,060.52 feet;
25. thence South 60 degrees 37 minutes 48 seconds West 46.23 feet to the most easterly
corner of Lot 15, Block L, of Tract No. 6479, in the Unincorporated Territory of said
County, as per map recorded in Book 75, Pages 1 through 5, inclusive of said Maps;
26. thence South 61 degrees 10 minutes 33 seconds West 3,033.65 feet to the most
southerly corner of Lot 4, Block 10, of Tract No. 6332, in the Unincorporated
Territory of said County, as per map recorded in Book 67, Pages 89 through 97,
inclusive, of said Maps;
27. thence South 62 degrees 19 minutes 03 seconds West 100.75 feet;
28. thence South 63 degrees 39 minutes 57 seconds West 43.06 feet;
29. thence South 69 degrees 52 minutes 17 seconds West 36.78 feet;
30. thence South 54 degrees 16 minutes 01 seconds West 60.51 feet;
31. thence South 63 degrees 32 minutes 36 seconds West 69.88 feet to the southeasterly
corner of Lot 2, Block 4 of Tract No. 6332, in the Unincorporated Territory of said
County, as per map recorded in Book 67, Pages 89 through 97, inclusive, of said
Maps;
32. thence North 02 degrees 58 minutes 23 seconds East 16.27 feet;

33. thence South 63 degrees 49 minutes 36 seconds West 68.74 feet to the southwesterly line of Lot 3, Block 4 of said Tract No. 6332;
34. thence North 24 degrees 05 minutes 58 seconds West 139.18 feet to the most westerly corner of said Lot 3;
35. thence North 23 degrees 35 minutes 51 seconds West 27.52 feet;
36. thence North 62 degrees 23 minutes 28 seconds East 124.76 feet to the southeasterly prolongation of the southwesterly line of Lot 2, Block 2 of said Tract No. 6332;
37. thence North 28 degrees 20 minutes 48 seconds West 145.35 feet to the most westerly corner of said Lot 2;
38. thence North 61 degrees 32 minutes 30 seconds East 8.74 feet to the most easterly corner of Lot 5, Block 2 of said Tract No. 6332;
39. thence North 19 degrees 02 minutes 33 seconds East 10.83 feet to the angle point in the center line of that certain alley, 15 feet wide, lying within said Block 2 as shown on said Tract No. 6332;
40. thence North 25 degrees 32 minutes 20 seconds West 275.29 feet along said center line to an angle point therein;
41. thence North 50 degrees 41 minutes 08 seconds West 517.50 feet along said center line to the beginning of a curve, concave to the south and having a radius of 147.50 feet;
42. thence along said center line, westerly 179.21 feet along said curve through a central angle of 69 degrees 36 minutes 43 seconds and a chord bearing and distance of North 85 degrees 29 minutes 30 seconds West 168.39 feet;
43. thence along said center line, South 59 degrees 42 minutes 10 seconds West 423.72 feet to the southeasterly prolongation of the southwesterly line of Lot 48, Block 2, of said Tract No. 6332;
44. thence North 31 degrees 17 minutes 22 seconds West 6.73 feet to the most southerly corner of said Lot 48;
45. thence South 59 degrees 49 minutes 24 seconds West 205.72 feet to an angle point in the southeasterly line of Lot 42, Block 2 of said Tract No. 6332;

46. thence South 57 degrees 47 minutes 25 seconds West 76.98 feet to the most southerly corner of Lot 41, Block 2 of said Tract No. 6332;
47. thence South 54 degrees 55 minutes 04 seconds West 50.22 feet to the most easterly corner of Lot 28, Block 3 of said Tract No. 6332;
48. thence South 55 degrees 23 minutes 36 seconds West 1,079.76 feet; along the southeasterly line of said Lot 28, and along the southeasterly lines of Lots 3 through 27, inclusive, and its southwesterly prolongation;
49. thence North 88 degrees 59 minutes 20 seconds West 262.53 feet;
50. thence South 00 degrees 52 minutes 27 seconds East 36.34 feet to the most northerly corner of Lot 66, Block 4, of said Tract No. 6332;
51. thence along the easterly line of said Lot 66, South 01 degrees 47 minutes 39 seconds West 132.60 feet;
52. thence North 88 degrees 10 minutes 25 seconds West 97.90 feet;
53. thence South 89 degrees 32 minutes 18 seconds West 29.92 feet to said center line of Indiana Street and the easterly line of the City Boundary of the City of Los Angeles;
54. thence along said center line and easterly boundary line, North 00 degrees 18 minutes 07 seconds West 74.95 feet to the point of beginning.

This geographic description is delineated on accompanying "Exhibit Map" and is made a part hereof for reference purposes.

Prepared under the direction of

Robert C. Olson, PLS 5490

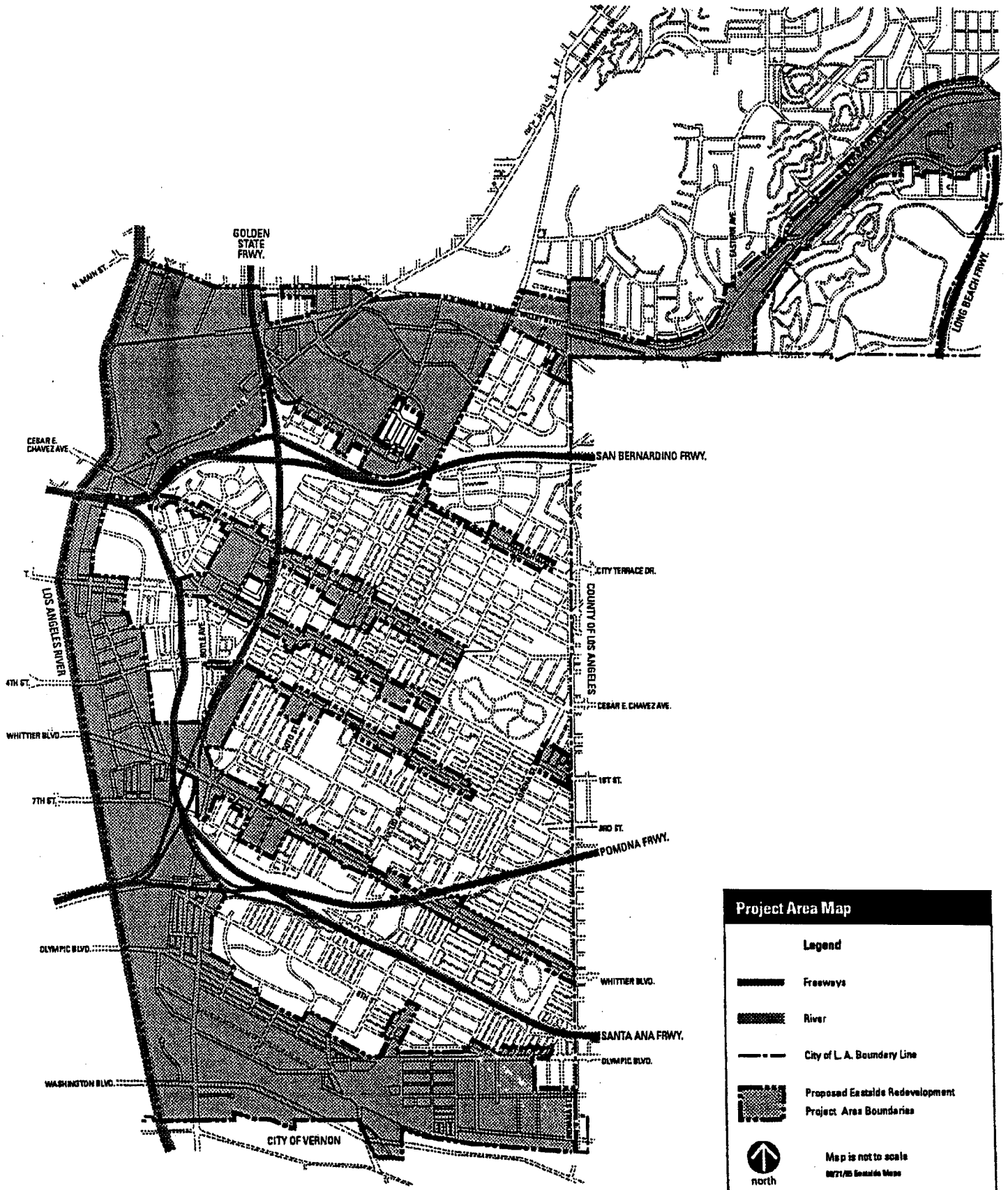
PSOMAS

ATTACHMENT NO. 6

**MAP OF THE
ADELANTE EASTSIDE REDEVELOPMENT PROJECT AREA**

Proposed - Eastside Industrial & Commercial Redevelopment Project

Community Redevelopment Agency
City of Los Angeles

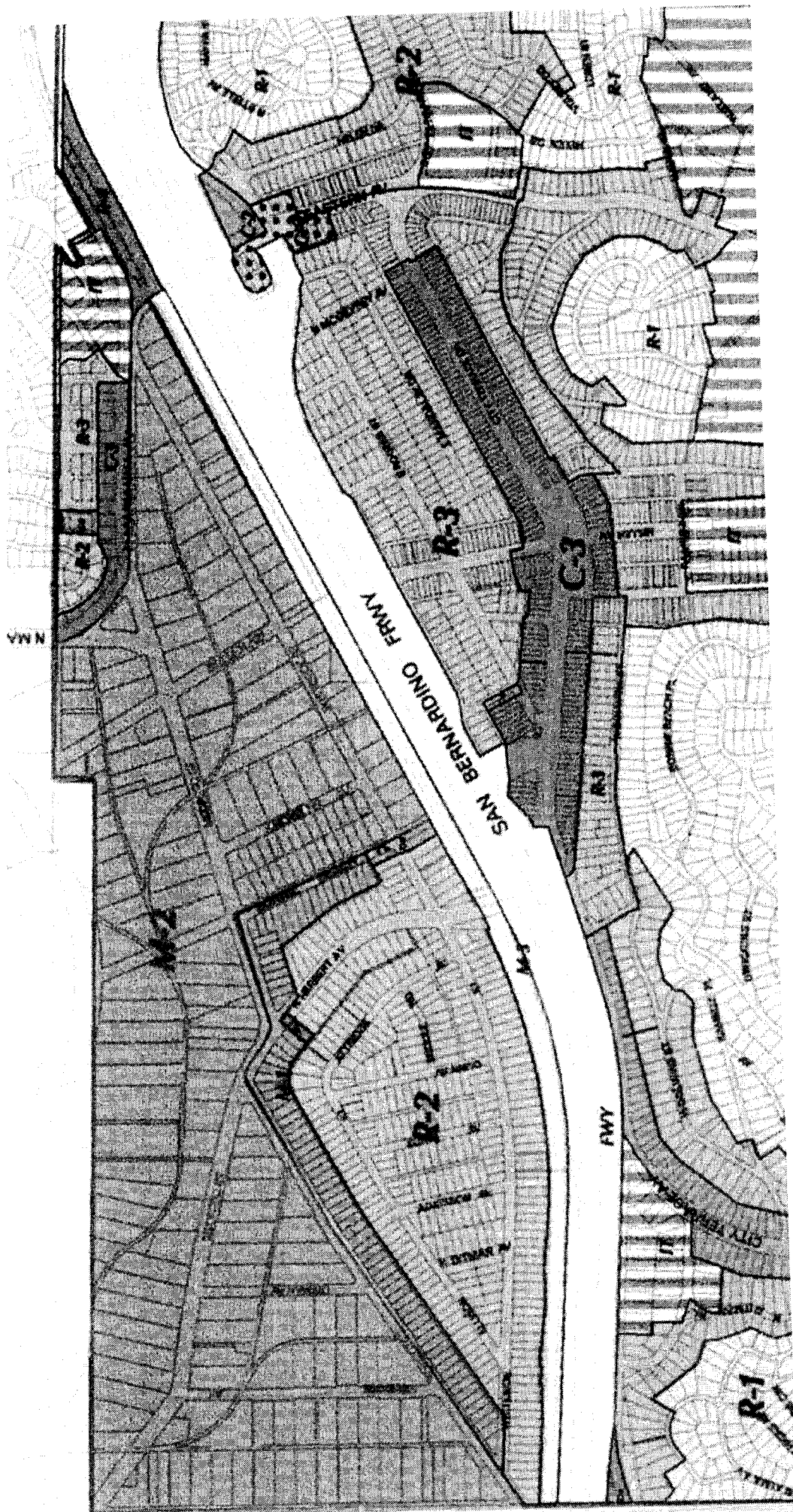


ATTACHMENT NO. 2

PROJECT AREA MAP

ATTACHMENT NO. 3

REDEVELOPMENT LAND USE MAP



ATTACHMENT NO. 4

POTENTIAL PROJECTS AN PROGRAMS

**ATTACHMENT NO. 4
WHITESIDE REDEVELOPMENT PROJECT
POTENTIAL PROJECTS/PROGRAM LIST**

INFRASTRUCTURE IMPROVEMENTS PROGRAM..... \$5,078,000

1. Street construction, widening, reconstruction and surfacing
(arterial highways, collector roads, local roads, alleys)
2. Storm drain facilities and systems
3. Flood control
4. Extension of utilities and utilities undergrounding
5. Water systems
6. Sanitary sewers
7. Miscellaneous infrastructure projects

STREETSCAPE AND GATEWAY IMPROVEMENTS PROGRAM..... \$1,269,000

1. Construction / repair of curbs, gutters and sidewalks and other pedestrian amenities
2. Installation of street trees and shrubs
3. Construction of decorative and handicapped accessible crosswalks
4. Construction of new medians with landscaping
5. Installation of additional lighting in the Project Area
6. Miscellaneous programs and improvements

TRAFFIC CIRCULATION, TRANSIT AND PARKING PROJECTS..... \$2,539,000

1. Traffic signal controls, signals and transportation management strategies
2. Provision of bus shelters, park and ride lots, bicycle facilities and other improvements
3. Construction of parking lots / garages and on-street parking

LAND ASSEMBLY AND RELOCATION PROGRAM..... \$5,078,000

1. Relocation assistance (residential, commercial and industrial)
2. Land assembly
3. Property acquisition
4. Site preparation activities (demolition and clearance)

PUBLIC/PRIVATE DEVELOPMENT PROGRAM..... \$6,346,000

1. Economic / Industrial development
2. Expansion of existing development facilities
3. Construction, landscaping and parking lot improvements
4. Miscellaneous improvement / development projects

TARGETED BUSINESS RECRUITMENT PROGRAM..... \$1,269,000

1. Recruitment of businesses involved in the biotechnology industry
2. Recruitment of businesses providing goods and services to the local community

COMMUNITY BUSINESS REVITALIZATION PROGRAM \$1,269,000

1. Storefront improvements and façade treatments
2. Graffiti abatement
3. Marketing/promotions
4. Miscellaneous community business revitalization improvement programs

BROWNSFIELD PROGRAM..... \$1,269,000

1. Identify, investigate and remediate environmentally contaminated properties
2. Acquire environmentally contaminated properties

COMMUNITY CENTERS, PARK AND OPEN SPACE PROJECTS \$1,269,000

1. Public Facilities Improvements (fire, police, library, community center, recreation and parks)
2. Miscellaneous programs and improvements

HOUSING PROGRAMS \$14,400,000

In addition to those Projects/Programs identified above, the Commission will use no less than twenty percent (20%) of all tax increment received to increase, preserve and improve the community's supply of low and moderate income housing.

TOTAL..... \$39,786,000

ATTACHMENT NO. 5

**LEGAL DESCRIPTION OF THE
ADELANTE EASTSIDE REDEVELOPMENT PROJECT AREA**

EXHIBIT NO. 2

LEGAL DESCRIPTION OF THE

PROPOSED ADELANTE EASTSIDE REDEVELOPMENT PROJECT

PARCEL 1

A parcel of land in the City of Los Angeles, County of Los Angeles, State of California, described as follows:

Beginning at the intersection of the centerline of North Main Street, 80.00 feet wide, formerly Kuhrts Street, as shown on Kuhrts Bridge Tract, in said City, County and State, as per Map filed in Book 25, Page 93 of Miscellaneous Maps, in the office of the County Recorder of said County and the curved easterly line of the Official Bed of the Los Angeles River, of variable width, shown on Los Angeles County Flood Control District Map No. 19-RW 28.2, as having a radius of 1243.57 feet; thence southerly 258.45 feet along said curved easterly line, through a central angle of $11^{\circ}48'35''$, to a point on the southerly line of Lot 7 of said Tract; thence southerly 1623.47 feet along the easterly lines of Lots 7 through 60 inclusive, of said Tract to the most southerly corner of said Lot 60, said corner being also on the northerly right-of-way line of Alhambra Avenue, 115.00 feet wide, formerly Mission Street, as shown on said Map; thence southerly 128.37 feet along the easterly line of the Official Bed of the Los Angeles River, as shown on Los Angeles County Flood Control District Map No. 19-RW 29.1 and on Tract No. 9520, in said City, as per Map filed in Book 147, Pages 27 and 28, to the southerly right-of-way line of said Alhambra Avenue; thence southerly 119.34 feet along said easterly line of the Official Bed of the Los Angeles River to the beginning of a tangent curve concave easterly and having a radius of 845.34 feet; thence southerly 387.93 feet along said easterly line through a central angle of $26^{\circ}02'01''$ to a point of tangency; thence southerly 1394.15 feet along said easterly line to the beginning of a tangent curve concave westerly and having a radius of 1241.70 feet; thence southerly and southwesterly 852.88 feet along said easterly line, through a central angle of $39^{\circ}21'06''$ to the northerly right-of-way line of Cesar E. Chavez Avenue, 80.00 feet wide, formerly Macy Street, as shown on said map; thence southwesterly 80.48 feet to the most easterly corner of Lot 2, of Los Angeles & Salt Lake Railroad Company, in said city, as per map filed in Recorder's Filed Map No. 604-R, said corner being on the southerly right-of-way line of said Cesar E. Chavez Avenue, thence southwesterly along the northwesterly line of said Lot 2 the following five (5) courses: southwesterly 82.6 feet to an angle point therein; southwesterly 80.10 feet to an angle point therein; southwesterly 142.5 feet to an angle point therein; southeasterly 6.92 feet to an angle point therein; southwesterly 154.61 feet to the most southerly corner of said lot, said corner being on the northeasterly right-of-way line of Elliot Street, 50 feet wide (vacated), as shown on said map; thence southwesterly 53.81 feet to the most easterly corner of Lot 1, of said map, said corner being on the southerly right-of-way line of said Elliot Street (vacated), said corner also being on the northerly line of the Santa Ana Freeway, as shown on Department of Transportation Right-of-Way Map No. F-1849-1as prepared by the State of California Department of Public Works, Division of Highways; thence southwesterly 49.37 feet along said northerly right-of-way line to an angle point therein; thence westerly 39.06 feet along said northerly line to the easterly line of said Official Bed of the Los Angeles River; thence southwesterly 109.89 feet along said easterly line to the beginning of a tangent curve concave easterly and having a radius of 655.64 feet; thence southerly 287.47 feet along said easterly line through a central angle of $25^{\circ}08'03''$ to a point of tangency; thence southerly 1617.65 feet along said easterly line as shown on Los Angeles County Flood Control District Map No. 19-RW 29.2 to the beginning of a tangent curve concave easterly and having a radius of 655.62 feet; thence southerly 259.55 feet along said easterly line through a central angle of $22^{\circ}40'56''$ to a point of tangency with a curve concave easterly and having a radius of 655.45 feet; thence southerly 149.70 feet along said easterly line to a point of tangency; thence southerly 2088.03 feet along said easterly line of the Official Bed of the Los Angeles River to the centerline of Fourth Street, 80.00 feet wide, as shown on Los Angeles County Flood Control District Map No. 19-RW 30.1; thence southerly 1175.96 feet along said easterly line to the centerline of Whittier Boulevard, 80.00 feet wide, as shown on said Los Angeles County Flood Control District Map No. 19-RW 30.1; thence southerly 1421.43 feet along said easterly line to the centerline of Seventh Street, 80.00 feet wide, as shown on Los Angeles County Flood Control District Map No. 19-RW 30.1; thence southerly 3323.19 feet along said easterly line to the centerline of Olympic Boulevard, 80.00 feet wide, as shown on said Los Angeles County Flood Control District Map No. 19-RW 31.1; thence southerly 2644.45 feet along said easterly line to the northerly right-of-way line of Butte Street, 30.00 feet wide, as shown on Los Angeles County Flood Control District

Map No. 19-RW 33.1; thence easterly 106.27 feet along said northerly right-of-way line of Butte Street to the easterly terminus thereof, said terminus being also the generally westerly line of Parcel B, of Parcel Map L.A. No. 2309, in said city, as per map filed in Book 43, Page 61, of said parcel maps; thence southwesterly 366.37 feet along said generally westerly line of Parcel B and the westerly line of Lot 14, of Tract No. 2495, in said city, as per map filed in Book 36, Pages 20 and 21, of said maps, and its southwesterly prolongation, to the northerly right-of-way line of Washington Boulevard, 100 feet wide, as it presently exists; thence continuing southwesterly 55.23 feet along said prolongation to the northerly prolongation of the westerly line of Parcel A, of Parcel Map L.A. No. 6263, in said city, as per map filed in Book 220, Pages 44 and 45, of said parcel maps; thence southerly 48.34 feet along said northerly prolongation to the northwesterly corner of said Parcel A, said corner being also the southerly line of said Washington Boulevard; thence southerly 239.38 feet along the westerly line of said Parcel A to an angle point therein; thence southerly 94.04 feet to the southwesterly corner of said parcel, said corner being also the northerly line of the Atchison Topeka & Santa Fe Railway Right-of-Way, 100 feet wide, as shown on said map; thence southerly 100.02 feet to the northwesterly corner of Lot 1, of Tract No. 3257, in said city, as per map filed in Book 35, Page 75, of said maps, said corner being also the southerly line of said Atchison Topeka & Santa Fe Railway Right-of-Way; thence easterly 6.52 feet along the northerly line of said Lot 1 to the northeasterly line of a 100.00 feet wide easement of the City of Los Angeles Department of Water and Power; thence southeasterly 507.44 feet along said northeasterly line to the City of Los Angeles Boundary Line as shown on said Los Angeles County Flood Control District Map; thence 584.97 feet along said City of Los Angeles Boundary Line to the westerly right-of-way line of Soto Street, 100 feet wide, as shown on said Los Angeles County Flood Control District Map; thence easterly 80.00 feet along said City of Los Angeles Boundary Line to the easterly line of the westerly 5.00 feet of Felipa Lugo de Vejar 5.80 Acres as shown on said Partition of the Tract of Land in Rancho San Antonio, said line being the easterly line of Soto Street, 80 feet wide; thence northerly 50.63 feet along said easterly line to a point; thence easterly 503.34 feet to the southerly line of said Felipa Lugo de Vejar 5.80 Acres; thence easterly 304.00 feet along said southerly line of Felipa Lugo de Vejar 5.80 Acres, to the westerly line of Maria Antonio Lugo de Sepulveda 7.34 Acres as shown on said Partition of Tract of Land in Rancho San Antonio; thence northerly 195.80 feet along said westerly line to the most northerly corner thereof, said corner being also on the southwesterly line of Atchinson & Santa Fe Railway right-of-way, 100.00 feet wide; thence southeasterly 512.96 feet along said Atchinson & Santa Fe Railway right-of-way to the most easterly corner of said Maria Antonio Lugo de Sepulveda 7.34 Acres; thence easterly 263.67 feet to a point on the northeasterly line of Atchinson & Santa Fe Railway right-of-way, said point being distant southeasterly 233.29 feet from the most southerly corner of Lot 1 of Tract No. 13269, in said City, as per Map filed in Book 269, Page 50 of Maps; thence southeasterly 479.95 feet along said northeasterly line of Atchinson & Santa Fe Railway right-of-way to the westerly line of Lot 1 of the Subdivision of the Martinez Tract, in said City, as per Map filed in Book 55, Page 24 of Miscellaneous Records; thence southeasterly 182.09 feet along said northeasterly line of said Atchinson & Santa Fe Railway right-of-way to the easterly line of O.R. 42618, Page 152; thence northerly 523.48 feet along said easterly line to the southwesterly right-of-way line of Washington Boulevard, 90 feet wide; thence southeasterly 229.82 feet along said southwesterly right-of-way line to an angle point therein; thence northerly 11.08 feet along said southwesterly right-of-way line to an angle point therein; thence southeasterly 422.31 feet along said southwesterly right-of-way line to the Boundary Line of the City of Los Angeles; thence easterly 184.94 feet to a point on the northwesterly line of Lot 2 of Tract No. 9432, in said City, as per Map filed in Book 181, Page 42 and 43 of Maps, said point being also on the northeasterly right-of-way line of said Washington Boulevard, said point being also distant westerly 92.46 feet from the northeasterly corner of said Lot 2; thence northwesterly 83.40 feet along said northeasterly right-of-way line to the northwesterly line of Lot 3, of Licensed Surveyor's Map, as per map filed in Book 26, Page 5, of said maps; thence northeasterly 407.62 feet along the northwesterly lines of Lots 3 through 5, of said Licensed Surveyor's Map, to the northeasterly line of said Lot 5; thence southeasterly 55.21 feet to an angle point therein; thence southeasterly 10.46 feet to the southerly right-of-way line of the City of Los Angeles Department, 71.84 feet wide; thence southeasterly 208.55 feet along said southerly right-of-way line to the westerly right-of-way line of Grande Vista Avenue, 100 feet wide; thence southeasterly 55.23 feet along the southeasterly prolongation of said right-of-way line to the centerline of said Grande Vista Avenue; thence southerly 127.87 feet along said centerline to an angle point therein; thence southeasterly 835.47 feet along said prolongation and said centerline to the easterly prolongation of a line parallel with and distant southerly 30.00 feet, measured at right angles, from the southerly line of Tract No. 6224, in said City, as per Map filed in Book 74, Page 39 of Maps, said parallel line being also the southerly right-of-way line of Holabird Avenue, 30.00 feet wide, as shown on said Tract; thence easterly 486.84 feet along said parallel line to the westerly right-of-way line of Los Angeles and Salt Lake Railroad Company right-of-way, 80.00 feet wide as shown on said Tract; thence southeasterly 115.56 feet to the most southerly corner of Lot 13 of Tract No. 8626,

in said City, as per Map filed in Book 121, Pages 96 through 100 of Maps; thence northerly 285.55 feet along the easterly of said Lot 13 to the northeasterly corner thereof, said corner being also on the southerly right-of-way line of Washington Boulevard, 120.00 feet wide, as shown on said Tract; thence northerly 121.59 feet to a point on the westerly line of Lot 15 of said Tract No. 8626, said point being distant southerly 283.30 feet from the northwesterly corner of Lot 14 of said Tract, said corner being also on the northerly right-of-way line of said Washington Boulevard; thence northerly 283.30 feet along the westerly lines of said Lots 14 & 15 to the northwesterly corner of said Lot 14, said corner being also the beginning of non-tangent curve concave northerly and having a radius of 5694.6 feet, a radial to said point bears S20°04'39"W, as shown on said Tract; thence southeasterly 1418.47 feet along said curve, said curve being also the northerly line of Lots 14, 16 and A of said Tract, through a central angle of 14°16'19" to the a point on the northerly line of said Lot 16; thence easterly 2532.64 feet along the northerly line of said Lot 16 and its easterly prolongation to the centerline of Indiana Street, 60.00 feet wide, as shown on said Tract; thence northerly 1426.36 feet along the centerline of said Indiana Street to the easterly prolongation of the northerly line of Lot 18, Tract No. 3840, in said City, as per Map filed in Book 42 Pages 16 and 17 of said Maps; thence westerly 30.00 feet along said prolongation to the northeasterly corner of said Lot 18, said corner being also on the westerly right-of-way line of said Indiana Street; thence westerly 122.55 feet along the northerly line of said Lot to the northwesterly corner thereof; thence southerly 40.00 feet along the westerly line of said Lot to the southwesterly corner thereof, said corner being also the southeasterly corner of Lot 37 of said Tract; thence westerly 120.00 feet along the southerly line of said Lot to the southwesterly corner thereof, said corner being also on the easterly right-of-way line of La Puerta Street, 60.00 feet wide, as shown on said Tract; thence westerly 30.00 feet along the westerly prolongation of the southerly line of said Lot to the centerline of said La Puerta Street; thence northerly 40.00 feet along said centerline to the easterly prolongation of the northerly line of Lot 56 of said Tract; thence westerly 30.00 feet along said prolongation to the northeasterly corner of said Lot, said corner being also on the westerly right-of-way line of said La Puerta Street; thence westerly 240.00 feet along the northerly lines of Lots 56 and 75 of said Tract to the northwesterly corner of said Lot 75, said corner being also on the easterly right-of-way line of Prado Street, 60.00 feet wide, as shown on said Tract; thence westerly 30.00 feet along the westerly prolongation of said northerly line of said Lot 75, to the centerline of said Prado Street; thence southerly 40.00 feet along said centerline to the easterly prolongation of the northerly line of Lot 95 of said Tract; thence westerly 30.00 feet along said prolongation to the northeasterly corner of said Lot, said corner being also on the westerly right-of-way line of said Prado Street; thence westerly 240.00 feet along the northerly lines of Lots 95 and 114 of said Tract to the northwesterly corner of said Lot 114, said corner being also on the easterly right-of-way line of Los Palos Street, 60.00 feet wide, as shown on said Tract; thence westerly 30.00 feet along the westerly prolongation of the northerly line of said Lot 114 to the centerline of said Los Palos Street; thence northerly 526.58 feet along said centerline to the beginning of a tangent curve concave southwesterly and having a radius of 142.97 feet; thence northerly and northwesterly 107.51 feet along said curve through a central angle of 43°07'40" to the beginning of a reverse curve concave northeasterly and having a radius of 140.00 feet; thence northwesterly and northerly 105.38 feet along said curve through a central angle of 43°07'40" to the westerly prolongation of the northerly line of Lot 96 of said Tract, said southerly line being also the southerly right-of-way line of Olympic Boulevard, 100.00 feet wide, (formerly Mines Avenue, 60.00 feet wide); thence northerly 50.00 feet, tangent to said curve to a line parallel with and distant northerly 50.00 feet, measured at right angles, from the northerly line of said Lot 96; thence easterly 364.35 feet along said parallel line to the southwesterly prolongation of the easterly line of Lot 112 of Tract No. 941, in said City, as per Map filed in Book 16 Pages 194 and 195, said easterly line being also the centerline of Prado Street, 60.00 feet wide, as shown on said Tract; thence northeasterly 106.43 feet along said prolongation and the southeasterly lines of Lots 112 and 113 of said Tract to the most easterly corner of said Lot 113, said corner being also on said centerline of Prado Street; thence northwesterly 30.00 feet along the northeasterly line of said Lot to the northwesterly line of said Prado Street; thence northwesterly 125.00 feet along the northeasterly line of said Lot to the southeasterly line of an alley 14.00 feet wide, as shown on said Tract; thence northwesterly 7.00 feet along the northeasterly line of said Lot to the northwesterly corner thereof, said corner being also on the centerline of said alley; thence southwesterly 80.00 feet along said centerline to the most easterly corner of Lot 156, said corner being also on said centerline; thence northwesterly 7.00 feet along the northeasterly line of said Lot to the northwesterly right-of-way line of said alley; thence northwesterly 125.00 feet along said northeasterly line to the southeasterly right-of-way line of Los Palos Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 30.00 feet along said northeasterly line of said Lot to the most northerly corner thereof, said corner being also the most easterly corner of Lot 162 of said Tract and on the centerline of said Los Palos Street; thence southwesterly 160.00 feet along the southeasterly lines of Lots 160 through 163 inclusive, of said Tract to the most southerly corner of said Lot 160, said corner being also on the centerline of said Los

Palos Street; thence northwesterly 30.00 feet along the southwesterly line of said Lot 160 to the northwesterly right-of-way line of said Los Palos Street; thence northwesterly 125.00 feet along said southwesterly line to the southeasterly line of an alley 14.00 feet wide, as shown on said Tract; thence northwesterly 7.00 feet along said southwesterly line of Lot 160 to the most westerly corner thereof, said corner being also the most southerly corner of Lot 211 of said Tract and on the centerline of said alley; thence northwesterly 7.00 feet along the southwesterly line of said Lot 211 to the northwesterly line of said alley; thence northwesterly 125.00 feet along said southwesterly line to the southeasterly right-of-way line of Calzona Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 30.00 feet along said southwesterly line of Lot 211 to the most northerly corner thereof, said corner being also the most easterly corner of Lot 219 of said Tract, and on the centerline of said Calzona Street; thence southwesterly 40.00 feet along the southeasterly line of said Lot 219 to the most southerly corner thereof, said corner being also on said centerline of Calzona Street; thence northwesterly 30.00 feet along the southwesterly line of said Lot 219 to the northwesterly right-of-way line of said Calzona Street; thence northwesterly 125.00 feet along the southwesterly line of said Lot 219 to the southeasterly line of an alley, 20.00 feet wide, as shown on said Tract; thence northwesterly 10.00 feet along said southwesterly line to the most westerly corner thereof, said corner being also on the centerline of said alley; thence southwesterly 120.00 feet along the northwesterly lines of Lots 216 through 218 inclusive, of said Tract to the most westerly corner of said Lot 216, said corner being also the most southerly corner of Lot 270 of said Tract and on said centerline of said alley; thence northwesterly 10.00 feet along the southwesterly line of said Lot 270 to the northwesterly line of said alley; thence northwesterly 134.59 feet along said southwesterly line to the southeasterly right-of-way line of Calada Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 30.00 feet along said southwesterly line of Lot 270 to the most northerly corner thereof, said corner being also the most easterly corner of Lot 308 of said Tract and on the centerline of Calada Street; thence southwesterly 130.00 feet along the southeasterly lines of Lots 308 through 310 to a point on a line parallel with and distant northeasterly 7.00 feet, measured at right angles, from the southwesterly line of said Lot 310, said point being also on the centerline of said Calada Street; thence northwesterly 30.00 feet along said parallel line to the northwesterly right-of-way line of said Calada Street, said parallel line being also the northeasterly line of an alley, 14.00 feet wide, as shown on said Tract; thence northwesterly 125.00 feet along said parallel line to the southeasterly line of an alley, 14.00 feet Wide, as shown on said Tract; thence northwesterly 7.00 feet along said parallel line to the northwesterly line of said Lot 310, said northwesterly line being also a point on the southeasterly line of Lot 317 of said Tract, parallel with and distant northeasterly 7.00 feet, measured at right angles, from the southwesterly line of said Lot 317, said line being also the centerline of said alley; thence northwesterly 7.00 feet along said parallel line to the northwesterly line of said alley; thence northwesterly 125.00 feet along said parallel line to the southeasterly right-of-way line of Mirasol Street, 60.00 feet Wide, as shown on said Tract; thence northwesterly 30.00 feet along said parallel line to the most northwesterly line of said Lot 317 of said Tract, said line being also a point on the southeasterly line of Lot 360 of said Tract, parallel with and distant northeasterly 7.00 feet, measured at right angles, from the southwesterly line of said Lot 317 and the centerline of said Mirasol Street; thence northwesterly 30.00 feet along said parallel line to the northwesterly right-of-way line of said Mirasol Street; thence northwesterly 125.00 feet along said parallel line to the southeasterly line of an alley, 14.00 feet Wide, as shown on said Tract; thence northwesterly 7.00 feet along said parallel line to the northwesterly line of said Lot 360, said line being also on the point on the southeasterly line of Lot 367 of said Tract, parallel with and distant northeasterly 7.00 feet, measured at right angles, from the southwesterly line of said Lot 367, said line being also the centerline of said alley; thence northwesterly 7.00 feet along said parallel line to the northwesterly line of said alley; thence northwesterly 125.00 feet along said parallel line to the southeasterly right-of-way line of Esperanza Street, 60.00 feet Wide, as shown on said Tract; thence northwesterly 30.00 feet along said parallel line to the northwesterly line of Lot 367 of said Tract, said line being also the centerline of said Esperanza Street; thence southwesterly 180.48 feet along said centerline to the centerline of 8th Street 82.50 feet wide, (formerly Hollenbeck Avenue), as shown on Tract No. 4838, in said City, as per Map filed in Book 51 Page 31 of said Maps; thence northwesterly 146.94 feet along said centerline of 8th Street, to the northerly prolongation of the easterly line of Lot 167 of said Tract; thence southerly 47.01 feet along said prolongation to the northeasterly corner of said Lot 167, said corner being also on the southerly right-of-way line of said 8th Street; thence southerly 101.50 feet along the easterly line of said Lot 167 to the southeasterly corner thereof, said corner being also on the northerly line of an alley, 14.00 feet wide, as shown on said Tract; thence westerly 700.63 feet along the southerly lines of Lot 154 through 167 inclusive, of said Tract to the southwesterly corner of said Lot 154, said corner being also on the northerly line of said alley and on the easterly right-of-way line of Spence Street, 60.00 feet wide, as shown on said Tract; thence westerly 60.00 feet to the southeasterly corner of Lot 117 of said Tract, said corner being also on the westerly right-of-way line of said Spencer Street and on the northerly line of an alley 14.00 feet Wide, as shown on

said Tract; thence westerly 659.60 feet along the southerly lines of Lots 104 through 117 inclusive, of said Tract to the southwesterly corner of said Lot 104, said corner being also on the northerly line of said alley and on the easterly right-of-way line of Velasco Street, 50.00 feet wide, as shown on said Tract; thence westerly 50.57 feet to the southeasterly corner of Lot 92, said corner being also on the westerly right-of-way line of said Velasco Street; thence westerly 164.17 feet along the southerly line of said Lot 92 of said Tract to the most westerly corner thereof; thence northeasterly 346.72 feet along the northwesterly lines of Lots 92 through 98 inclusive, of said Tract to the most northerly corner of said Lot 98, said corner being also on the southerly right-of-way line of Hunter Street, 50.00 feet wide, as shown on said Tract; thence northeasterly 50.01 feet to the southwesterly corner of Lot 72 of said Tract, said corner being also on the northerly right-of-way line of said Hunter Street; thence northeasterly 210.00 feet along the northwesterly lines of Lots 72 and 45 inclusive, of said Tract to the most northerly corner of said Lot 45, said corner being also on the southerly right-of-way line of Estrada Street, 50.00 feet wide, as shown on said Tract; thence northeasterly 25.00 feet along the northerly prolongation of the northwesterly line of said Lot 45 to the centerline of said Estrada Street; thence southeasterly 22.79 feet along said centerline to the southwesterly prolongation of the southeasterly line of Lot 36 of said Tract; thence northeasterly 25.00 feet along said prolongation to the most southerly corner of said Lot 36, said corner being also on the northerly right-of-way line of said Estrada Street; thence northeasterly 210.00 feet along the southeasterly lines of Lots 36 and 3 of said Tract to the most easterly corner of said Lot 3, said corner being also on the southerly right-of-way line of 8th Street, 82.50 feet wide, (formerly Hollenbeck Avenue), as shown on said Tract; thence northeasterly 41.25 feet along the northerly prolongation of the southeasterly line of said Lot 3 to the centerline of said 8th Street; thence southeasterly 14.19 feet along said centerline to the southwesterly prolongation of the northwesterly line of Lot 190 of the Young & Adams Sunrise Heights Tract, in said City, as per Map filed in Book 9 Page 137 of Maps; thence northeasterly 41.25 feet along said prolongation to the most westerly corner of said Lot 190, said corner being also on the northerly right-of-way line of said 8th Street; thence northeasterly 251.29 feet along the northwesterly lines of Lots 190 and 163 of said Tract to the most northerly corner of said Lot 163, said corner being also on the southerly right-of-way line of Opal Street, 60.00 feet wide, as shown on said Tract; thence northeasterly 30.00 feet along the northeasterly prolongation of said northwesterly lines to the centerline line of said Opal Street; thence northwesterly 225.73 feet along said centerline to a line parallel with and distant northwesterly 3.75 feet, measured at right angles, from the northerly prolongation of the southeasterly line of Lots 25 through 30 inclusive, Block 4, of Tract No. 4307, in said City, as per Map filed in Book 47 Pages 44 and 45, of Maps; thence southwesterly 322.39 feet along said parallel line to the centerline of said 8th Street; thence northwesterly 136.19 feet along said centerline to the northeasterly prolongation of the southeasterly line of Lot 20 of Tract No. 4447, in said City, as per Map filed in Book 49 Page 29 of Maps; thence southwesterly 41.25 feet along said prolongation to the most easterly corner of said Lot 20, said corner being also on the southerly right-of-way line of said 8th Street and on the northwesterly line of an alley 15.00 feet wide as shown on said Tract; thence southwesterly 125.74 feet along the southeasterly line of said Lot 20 to the most southerly corner thereof, said corner being also on the said northwesterly line of the alley and on the northeasterly line of an alley 15.00 wide as shown on said Tract; thence southwesterly 15.00 feet to the most easterly corner of Lot 33 of said Tract, said corner being also on the southwesterly line of said alley and on the said northwesterly line of the alley 15.00 feet wide; thence southwesterly 125.00 feet along the southeasterly line of said Lot 33 to the most southerly corner thereof, said corner being also on said northwesterly line of the alley and on the northeasterly line of Estrada Street, 60.00 feet wide, as shown on said Tract; thence southwesterly 60.00 feet to the most easterly corner of Lot 41 of said Tract, said corner being also on the southwesterly right-of-way line of said Estrada Street and on the southeasterly line of an alley, 15.00 feet wide as shown on said Tract; thence southwesterly 122.00 feet along the southeasterly line of said Lot 41 to the most southerly corner thereof, said corner being also on said northwesterly line of said alley and on the northwesterly line of an alley 15.00 feet wide, as shown on said Tract; thence southwesterly 15.00 feet to the most easterly corner of Lot 66 of said Tract, said corner being also on the southwesterly line of said alley and on the said northwesterly line of the alley; thence southwesterly 122.00 feet along the southeasterly line of said Lot 66 to the most southerly corner thereof, said corner being also on the said northwesterly line of the alley and on the northerly line of Hunter Street, 60.00 feet wide as shown on said Tract; thence southwesterly 30.00 feet along the southwesterly prolongation of the southeasterly line of said Lot 66 to the centerline of said Hunter Street; thence southeasterly 140.34 feet along said centerline to the northeasterly prolongation of the southeasterly line of Lot 1 of Tract No 16148, in said City, as per Map filed in Book 514 Page 13 and 14 of Maps; thence southwesterly 49.77 feet along said prolongation to a point on the southeasterly line of said Lot 1, said point being also on the northwesterly right-of-way line of Lorena Street, 82.50 feet Wide, as shown on said Tract; thence southwesterly 285.46 feet along the southeasterly line of said Lot 1 to the southeasterly corner thereof, said corner being also the northeasterly

corner of Lot 2 of said Tract and on said northwesterly right-of-way line of said Lorena Street; thence southwesterly 122.35 feet along the southeasterly line of said Lot 2 to the beginning of a tangent curve concave northwesterly and having a radius of 20.00 feet, said beginning being also on the westerly line of Lorena Street; thence southwesterly and westerly 21.13 feet along the southeasterly and the most southerly line of said Lot 2, through a central angle of 60°32'06", said southerly line being also the northerly line of Olympic Boulevard, 100.00 feet wide as shown on said Tract; thence westerly 101.04 feet along said most southerly line to the beginning of a tangent curve concave northeasterly and having a radius of 324.46 feet, said beginning being also on the northerly line of said Olympic Boulevard; thence westerly 170.74 feet along the southerly and southwesterly line of said Lot 2, through a central angle of 30°09'16", said southwesterly line being also the northeasterly line of said Olympic Boulevard; thence northwesterly 915.49 feet along said southwesterly line to the beginning of the curved westerly line of said Lot 2, said curve being concave easterly, having a radius of 20.00 feet, and being tangent at its northeasterly terminus with the southeasterly line of Grande Vista Avenue, 60 feet wide, as shown on said tract; thence northwesterly 100.00 feet to the northwesterly terminus of the curved southerly line of Lot 2, of Tract No. 22165, in said city, as per map filed in Book 612, Pages 93 to 94, inclusive, of said maps, said curve being concave northerly, having a radius of 20.00 feet, and being tangent at its northeasterly terminus with northwesterly line of said Grande Vista Avenue, said terminus being the northeasterly line of said Olympic Boulevard; thence northwesterly 514.24 feet to the beginning of the curved westerly line of said Lot 2, said curve being concave easterly, having a radius of 20.00 feet, and being tangent at its northeasterly terminus with the southeasterly line of Dacotah Street, 60 feet wide; thence northwesterly 100.00 feet to the northwesterly terminus of the curved southerly line of Lot 5, of Tract No. 11606, in said city, as per map filed in Book 213, Pages 10 through 14, inclusive, of said maps, said curve being concave northerly, having a radius of 20.00 feet, and being tangent at its at its northeasterly terminus with the northwesterly line of said Dacotah Street; thence northwesterly 718.46 feet along said prolongation and said southwesterly line to an angle point on said southwesterly line[CMC1]; thence northwesterly 390.43 feet along said southwesterly line to the centerline of Camulos Street, 60.00 feet wide as shown on said Tract; thence northeasterly 78.07 feet along said centerline to the beginning of a tangent curve concave westerly and having a radius of 160.00 feet; thence northerly 57.25 feet along said centerline and its continuation thereof, through a central angle of 20°30', to a point of tangency on said centerline; thence northerly 6.30 feet along said centerline to the southeasterly prolongation of the centerline of an alley 20.00 feet wide as shown on said Tract; thence northwesterly 704.22 feet along said centerline of alley to the centerline of Orme Avenue, 60.00 feet wide, as shown on said Tract; thence northeasterly 239.02 feet along said centerline to the centerline of Hostetter Street, 60.00 feet wide as shown on said Tract; thence northwesterly 673.93 feet along said centerline to the centerline of an alley 20.00 feet wide, as shown on said Tract; thence northerly 925.42 feet along the centerline of said alley to the centerline of 8th Street, 82.50 feet wide, as shown on said Tract; thence southeasterly 27.26 feet along said centerline to the southeasterly prolongation of that certain course shown as S27°20'21"W, 7.53' on D.O.T. Right-of-Way Map No. F-1777; thence northeasterly 41.25 feet along said prolongation to a point on said northeasterly right-of-way line of said 8th Street; thence along the general southwesterly boundary of the Santa Monica Freeway (Route 10) as shown on said D.O.T. Right-of-Way Map No. F-1777 the following courses: thence N27°20'21"E, 7.53 feet along the general southwesterly boundary of said Santa Monica Freeway; thence S62°42'27"E, 21.70 feet along the general southwesterly boundary of said Santa Monica Freeway; thence N27°17'33"E, 279.77 feet along the general southwesterly boundary of said Santa Monica Freeway; thence N61°58'43"W, 225.95 feet along the general southwesterly boundary of said Santa Monica Freeway; thence westerly 114.01 feet to a point on the southeasterly line of Lot 6 of Tract No. 9296, in said City, as per Map filed in Book 137, Page 20 of Maps, said point being distant northeasterly 47.13 feet from the most southerly corner of said Lot 6; thence northeasterly 375.03 feet to a point on the general southwesterly boundary of said Santa Monica Freeway as shown on said D.O.T. Right-of-Way Map No. F-1777, said point being the southerly terminus of that certain course shown as S45°54'09"E, 9.74 feet as shown on said D.O.T. Right-of-Way Map F-1777; thence northwesterly along the general southwesterly boundary of the Santa Monica Freeway (Route 10) as shown on said D.O.T. Right-of-Way Map No. F-1777 the following courses: N45°54'09"W, 9.74 feet along the general southwesterly boundary of said Santa Monica Freeway; thence N46°43'42" W, 68.25 feet along the general southwesterly boundary of said Santa Monica Freeway; thence N44°30'21" W, 29.66 feet along the general southwesterly boundary of said Santa Monica Freeway; thence N40°38'33" W, 36.01 feet along the general southwesterly boundary of said Santa Monica Freeway; thence N37°33'35" W, 47.69 feet along the general southwesterly boundary of said Santa Monica Freeway; thence N41°34'06" W, 7.23 feet along the general southwesterly boundary of said Santa Monica Freeway; thence northwesterly 84.71 feet along the general southwesterly boundary of said Santa Monica Freeway; thence N25°39'30"W, 95.31 feet along the general southwesterly boundary of said Santa Monica Freeway to a point on the southwesterly right-of-

way line of Garnet Street, 60.00 feet Wide, as shown on said D.O.T. Right-of-Way Map; thence northwesterly, 49.59 feet along the general southwesterly boundary of said Santa Monica Freeway; thence northwesterly, 58.56 feet along the general southwesterly boundary of said Santa Monica Freeway to a point on the northeasterly right-of-way line of said northwesterly right-of-way line of said Boyle Avenue, said point being the southeasterly terminus of that certain course shown as 17.21 feet on D.O.T. Right-of-Way Map No. 1281 prepared by the State of California Department of Public Works, Division of Highway; thence northeasterly along the general southwesterly boundary of the Santa Monica Freeway (Route 10) as shown on said D.O.T. Right-of-Way Map No. F-1281 the following courses: thence northwesterly 22.55 feet along the general southwesterly boundary of said Santa Monica Freeway to the northwesterly terminus of that certain course shown as S85° Garnet Street; thence N62°53'23"W, 46.65 feet along said northeasterly right-of-way line to a point on the southeasterly right-of-way line of Boyle Avenue; thence northeasterly 196.67 feet to a point on the 44°24'E, 16.21 feet as shown on said D.O.T. Right-of-Way Map; thence northwesterly N85°44'24"W, 83.23 feet along the general southwesterly boundary of said Santa Monica Freeway; thence N38°07'25"W, 115.89 feet along the general southwesterly boundary of said Santa Monica Freeway; thence N35°02'02"W, 55.73 feet along the general southwesterly boundary of said Santa Monica Freeway; thence N31°57'46"W, 128.57 feet along the general southwesterly boundary of said Santa Monica Freeway; thence N31°54'49"W, 144.20 feet along the general southwesterly right-of-way line of said Santa Monica Freeway; thence northwesterly 628.36 feet to a point on the northerly right-of-way line of 7th Street, 80.00 feet wide, as shown on said D.O.T. Right-of-Way Map No. 1281, said point being also the southerly terminus of that certain course shown as S1°15'20"E, 202.19 feet as shown on said Map; thence N1°15'20"E, 202.19 feet along the westerly right-of-way line of the Santa Ana Freeway as shown on said Freeway Right-of-Way Map No. F1281; thence N9°09'10"E, 80.82 feet along said general westerly right-of-way line; thence N18°57'53"W, 42.16 feet along said general westerly right-of-way line; thence N9°13'11"E, 108.41 feet along said general westerly right-of-way line; thence N9°12'51"W, 9.49 feet along said general westerly right-of-way line; thence N80°47'29"W, 37.00 feet along said general westerly right-of-way line; thence N9°12'31"E, 7.81 feet along said general westerly right-of-way line; thence N88°08'30"W, 5.20 feet along said general westerly right-of-way line; thence northerly 140.52 feet along said general westerly right-of-way line; thence northerly 212.85 feet along said general westerly right-of-way line; thence northerly 114.46 feet along said general westerly right-of-way line to the southwesterly right-of-way line of Whittier Boulevard, of variable width, as shown on said D.O.T. Right-of-Way Map No. 1281; thence southeasterly 80.75 feet along said southwesterly right-of-way line of Whittier Boulevard; thence S62°38'47"E, 198.44' along said southwesterly right-of-way line; thence S27°21'13"W, 45.00' along said southwesterly right-of-way line; thence S62°12'E, 571.57' along said southwesterly right-of-way line; thence S8°36'28"W, 169.76 feet along the easterly right-of-way line of said D.O.T. Right-of-Way Map No. F1281 prepared by the State of California Department of Public Works, Division of Highways; thence S2°42'25"W, 162.65 feet along said general easterly right-of-way line; thence S82°08'37"E, 92.94 feet along said general easterly right-of-way line, to the westerly right-of-way line of Boyle Street, of variable width, as shown on J.N. Gibson to Anna N. Gibson sold as Hollenbeck Park Tract No. 2, DDS 2285-50; thence southerly 81.37 feet along said westerly right-of-way line of Boyle Street to the easterly right-of-way line of said D.O.T. Right-of-Way Map No. F1281 prepared by the State of California Department of Public Works, Division of Highways; thence N85°41'03"W, 78.60 feet along said easterly right-of-way line; thence S1°42'16"E, 160.93 feet along said easterly right-of-way line; thence southeasterly 108.21 feet along said easterly right-of-way line to the westerly right-of-way line of said Boyle Avenue; thence southeasterly 40.00 feet perpendicular to the centerline of said Boyle Avenue to said centerline; thence southwesterly 153.63 feet along the centerline of said Boyle Avenue to the centerline of 7th Street, 60.00 feet Wide, as shown on said D.O.T. Right-of-Way Map No. 1281; thence southeasterly 125.48 feet along the centerline of said 7th Street to the southwesterly prolongation of the northwesterly line of Lot 21 of said J.N. Gibson to Anna N. Gibson sold as Hollenbeck Park Tract No. 2, DDS 2285-50; thence northeasterly 30.04 feet along said prolongation to the most westerly corner of Lot 21 of said Tract, said corner being also on the northeasterly right-of-way line of said 7th Street; thence northeasterly 120.70 feet along the northwesterly lines of Lots 21 through 23 inclusive, of said Tract to an angle point on the northwesterly line of said Lot 23; thence northerly 499.35 feet along the westerly lines of Lots 23 through 35 inclusive, of said Tract to the most northerly corner of said Lot 35; thence southeasterly 143.32 feet along the northeasterly line of said Lot 35 to the most easterly corner thereof, said corner being also on the northwesterly right-of-way line of Hollins Street, 50.00 feet wide, as shown on said Tract; thence southeasterly 50.00 feet to the most northerly corner of Lot 46 of said Tract, said corner being also on the southeasterly right-of-way line of said Hollins Street; thence southeasterly 117.57 feet along the northeasterly line of said Lot 46 to the most easterly corner thereof, said corner being also on the northwesterly line of Lot 4 of Metropolitan Tract, in said City, as per Map filed in Book 22 Page 77 of Miscellaneous Records; thence northeasterly 10.00 feet along said northwesterly line

and its northerly prolongation to the centerline of an alley 10.00 feet wide, as shown on said Tract; thence southeasterly 110.00 feet along said centerline of alley to the northwesterly right-of-way line of Breed Street, (formerly Boston Street) 60.00 feet wide, as shown on said Tract; thence southeasterly 60.02 feet to the southeasterly right-of-way line of said Breed Street and its intersection with the centerline of an alley 15.00 feet wide as shown on said Tract; thence southeasterly 180.00 feet along said centerline to the centerline of an alley 15.00 feet wide as shown on said Tract; thence southwesterly 157.50 feet along said centerline of alley to the northwesterly prolongation of the southwesterly line of Lot 40 of said Tract; thence southeasterly 7.50 feet along said prolongation to the most westerly corner of said Lot 40, said corner being also on the southeasterly line of said alley; thence southeasterly 172.50 feet along the southwesterly line of said Lot 40 to the most southerly corner thereof, said corner being also on the northwesterly right-of-way line of Soto Street, of variable width (formerly 80.00 feet wide), as shown on said Tract; thence southeasterly 40.00 feet along the prolongation of said southwesterly line of said Lot 40 to the centerline of said Soto Street; thence southwesterly 504.05 feet along said centerline to the centerline of 7th Street, 60.00 feet wide as shown on Tract No. 5299, in said City, as per Map filed in Book 59 Page 48 of said Maps; thence southeasterly 894.05 feet along said centerline to the centerline of Mott Street, 50.00 feet wide as shown on M.L. Wicks Stephenson Avenue Tract No. 2, in said City, as per Map filed in Book 10 Page 33 of said Maps; thence northeasterly 643.62 feet along said centerline to the northwesterly prolongation of the northeasterly line of Lot 22 of said Tract; thence southeasterly 25.00 feet along said prolongation to the most northerly corner of said Lot 22, said corner being also on the southeasterly right-of-way line of Mott Street, 50.00 feet wide, as shown on said Tract, and on the southwesterly line of an alley, 15.00 feet wide, as shown on said Tract; thence southeasterly 135.00 feet along the northeasterly line of said Lot 22 to the most easterly corner thereof, said corner being also on the southwesterly line of said alley and on the northwesterly line of an alley, 15.00 feet wide, as shown on said Tract; thence southeasterly 10.00 feet to the most northerly corner of Lot 45 of said Tract, said corner being also on the southwesterly line of said alley and on the southeasterly line of an alley, 10.00 feet wide, as shown on said Tract; thence southeasterly 135.00 feet along the northeasterly line of said Lot 45 to the most easterly corner thereof, said corner being also on the southwesterly line of said alley and on the northwesterly right-of-way line of Orme Avenue, 50.00 feet wide, as shown on said Tract; thence southeasterly 25.00 feet along the southeasterly prolongation of said northeasterly line of said Lot 45 to the centerline of said Orme Avenue; thence northeasterly 33.22 feet along said centerline to the northwesterly prolongation of the northeasterly line of Lot 73 of Tract No. 2047, in said City, as per Map filed in Book 22 Pages 146 and 147 of said Maps; thence southeasterly 25.00 feet along said prolongation to the most northerly corner of said Lot 73, said corner being also on the southeasterly right-of-way line of said Orme Avenue and on the southwesterly line of an alley, 15.00 feet wide, as shown on said Tract; thence southeasterly 297.07 feet along the northeasterly lines of Lots 73 and 4 of said Tract to the most easterly corner of said Lot 4, said corner being also on the southwesterly line of said alley and on the northwesterly right-of-way line of Marietta Street, 60.00 feet wide as shown on said Tract; thence southeasterly 60.00 feet to the most northerly corner of Lot 35 of said Tract, said corner being also on the southeasterly right-of-way line of said Marietta Street and on the southwesterly line of an alley, 16.00 feet wide, as shown on said Tract; thence southeasterly 139.75 feet along the northeasterly line of said Lot 35 to the northwesterly terminus of the curved easterly line of said lot, said curve being concave westerly, having a radius of 5.00 feet, and being tangent at its southwesterly terminus with the northwesterly line of an alley, 12 feet wide; thence southeasterly 22.00 feet to the southeasterly terminus of the curved northerly line of Lot 43, of said tract, said curve being concave southerly, having a radius of 5.00 feet, and being tangent at its southwesterly terminus with the southeasterly line of said alley; thence southeasterly 139.75 feet along the northeasterly line of said Lot 43 to the most easterly corner thereof, said corner being also on the southwesterly line of said alley and on the northwesterly right-of-way line of Camulos Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 30.00 feet along the southeasterly prolongation of the northeasterly line of said Lot 43 to the centerline of said Camulos Street; thence southwesterly 27.71 feet along said centerline to the northwesterly prolongation of the southwesterly line of Lot 1, Block "E", of Highland Villa Park in said City, as per Map filed in Book 19 Page 2 of Miscellaneous Records; thence southeasterly 30.00 feet along said prolongation to the most westerly corner of said Lot 1, said corner being also on the southeasterly right-of-way line of said Camulos Street and on the northeasterly line of an alley, 16.00 feet wide, as shown on said Tract; thence southeasterly 146.00 feet along the southwesterly lines of Lots 1 through 3 inclusive, of said Tract to the most southerly corner of said Lot 3, said corner being also on the northeasterly line of said alley and on the northwesterly line of Lot 3 of Hancock Survey, in said City, as per Map filed in Book 19 Page 2 of Miscellaneous Records; thence southwesterly 8.00 feet along the northwesterly line of said Lot 3 to the most westerly corner thereof, said corner being also on the northeasterly line of an alley 8.00 feet wide as shown on said Tract; thence southeasterly 189.82 feet along the

southwesterly line of said Lot 3 to an angle point therein, said angle point being also the southeasterly terminus of said alley; thence southwesterly 20.83 feet along said southwesterly line of Lot 3; thence southeasterly 120.76 feet along said southwesterly line; thence southwesterly 70.25 feet along said southwesterly line; thence southeasterly 113.56 feet along said southwesterly line to the most southerly corner of said Lot 3, said corner being also on the northwesterly line of Lot 12 of Sun Rise Tract, in said City, as per Map filed in Book 17 Page 28 of Miscellaneous Records; thence northeasterly 89.08 feet along said northwesterly line of Lot 12 to the most northerly corner thereof, said corner being also on the southwesterly line of an alley, 15.00 feet wide, as shown on said Tract; thence northeasterly 15.00 feet to the most westerly corner of Lot 1 of said Tract, said corner being also on the northeasterly line of said alley; thence southeasterly 293.00 feet along the southwesterly lines of Lots 1 through 6 inclusive, of said Tract to the most southerly corner of said Lot 6, said corner being also on the northeasterly line of said alley and on the northwesterly right-of-way line of Euclid Avenue, 60.00 feet wide, as shown on said Tract; thence southeasterly 30.00 feet along the southeasterly prolongation of the southwesterly line of said Lot 6 to the centerline of said Euclid Avenue; thence northeasterly 31.79 feet thence along said centerline to the northwesterly prolongation of the southwesterly line of Lot 12 of Pioneer Investment & Trust Company's Euclid Tract, in said City, as per Map filed in Book 6 Page 9 of said Maps; thence southeasterly 30.00 feet along said prolongation to the most westerly corner of said Lot 12, said corner being also on the southeasterly right-of-way line of said Euclid Avenue and on the northeasterly line of an alley, 10 feet wide, as shown on said Tract; thence southeasterly 250.00 feet along the southwesterly lines of Lots 12 through 16 inclusive, of said Tract to the most southerly corner of said Lot 16, said corner being also on the northeasterly line of said alley and on the northwesterly right-of-way line of Dacotah Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 30.00 feet along the southeasterly prolongation of the southwesterly line of said Lot 16 to the centerline of said Dacotah Street; thence northeasterly 123.00 feet along said centerline of Dacotah Street to a point on the northwesterly prolongation of the northeasterly line of Lot 39 of said Tract, said intersection being also on the southwesterly right-of-way line of Whittier Boulevard, 82.50 feet wide, as shown on said Tract; thence southeasterly 30.00 feet along said prolongation to the most northerly corner of said Lot 39, said corner being also on said southwesterly right-of-way line of Whittier Boulevard; thence southeasterly 250.00 feet along the northeasterly lines of Lots 39 through 43 inclusive, of said Tract to the most easterly corner of said Lot 43, said corner being also on said southwesterly right-of-way line of Whittier Boulevard and on the northwesterly right-of-way line of Fresno Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 60.00 feet to the most northerly corner of Lot 5 of the Fresno Terrace Tract in said City, as per Map filed in Book 13 Page 152 of said Maps, said corner being also on said southwesterly right-of-way line of Whittier Boulevard and on the southeasterly right-of-way line of said Fresno Street; thence southeasterly 190.00 feet along the northeasterly lines of Lots 1 through 5 inclusive, of said Tract and the northeasterly line of the Amended Charnock Tract, in said City, as per Map filed in Book 83 Pages 83 and 84 of Miscellaneous Records to a line parallel with and distant southeasterly 40.00 feet, measured at right angles, from the southeasterly line of said Lot 1; thence southwesterly 123.00 feet along said parallel line to the southeasterly prolongation of the southwesterly line of Lot 8 of said Tract; thence northwesterly 40.00 feet along said prolongation to the most southerly corner of said Lot 8; thence northwesterly 25.00 feet along the southwesterly line of said Lot 8 to the northeasterly prolongation of the southeasterly line of Lot 65 of said Pioneer Investment & Trust Company's Euclid Terrace Tract, said intersection being also on the northeasterly line of an alley, 10.00 feet wide as shown on said Tract; thence southwesterly 10.00 feet to the most easterly corner of said Lot 65, said corner being also on the southwesterly line of said alley; thence southwesterly 144.95 feet along the southeasterly lines of Lots 62 through 65 inclusive, of said Tract to the southerly southwesterly terminus of that certain course of S77°11'48"W, 270.49 feet as shown on D.O.T. Right-of-Way Map No. F-1778 prepared by the State of California Department of Public Works, Division of Highways; thence easterly along the general northerly boundary of the Pomona Freeway (Route 60) as shown on said D.O.T. Right-of-Way Map No. F-1778 the following courses: thence N77°11'48"E, 270.49 feet along said general right-of-way line ; thence N77°03'56"E, 151.86 feet along said general right-of-way line to the southerly right-of-way line of said Whittier Boulevard; thence southeasterly 754.77 feet along the southwesterly right-of-way line of said Whittier Boulevard to the centerline of Bernal Avenue, 50.00 feet wide, as shown on La Rosa Terrace, in said City, as per Map filed in Book 12 Page 160 of said Maps; thence southwesterly 159.00 feet along said centerline to the centerline of Siskiyou Street, 58.00 feet wide, as shown on said Tract; thence southeasterly 337.23 feet along said centerline to the centerline of Lorena Street, 82.50 feet, as shown on said Tract; thence southerly 20.76 feet along said centerline to the northwesterly prolongation of the centerline of an alley, 16.00 feet wide, as shown on M.L. Wicks Subdivision of Blocks 1, 2 & 3 of the Spence Tract, in said City, as per Map filed in Book 26 Page 30 of Miscellaneous Records; thence southeasterly 848.54 feet along said prolongation and the centerline of said alley to the centerline of Spence Street, 60.00 feet wide, as shown on said Tract;

thence southwesterly 29.62 feet along said centerline to the northwesterly prolongation of the southwesterly line of Lot 16 of M. L. Wicks Tract, in said City, as per Map filed in Book 8 Page 39 of said Maps; thence southeasterly 30.00 feet along said prolongation to the most westerly corner of said Lot 16, said corner being also on the southeasterly right-of-way line of said Spence Street; thence southeasterly 150.00 feet along the southwesterly line of said Lot 16 to the most southerly corner thereof, said corner being also on the northwesterly line of an alley, 12.00 feet wide, as shown on said Tract; thence northeasterly 27.22 feet along the southeasterly line of said Lot 16 to the intersection of the centerline of an alley, 15.00 feet wide, as shown on said Tract; thence southeasterly 477.43 feet along said centerline to the northwesterly line of Lot 32 of said Tract, said northwesterly line being also the southeasterly line of an alley, 12.00 feet wide, as shown on said Tract; thence southwesterly 27.08 feet along said northwesterly line of Lot 32 to the most westerly corner thereof, said corner being also on the southeasterly line of said alley; thence southeasterly 150.00 feet along the southeasterly line of said Lot 32 to the most southerly corner thereof, said corner being also on the northwesterly right-of-way line of Esperanza Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 60.00 feet along the southeasterly prolongation of the southwesterly line of said Lot 32 to the northwesterly line of Lot 7 of Spence Tract, in said City, as per Map filed in Book 19 Page 14, of said Maps, said northwesterly line being also the southeasterly right-of-way line of said Esperanza Street; thence northeasterly 116.99 feet along said northwesterly line to a line parallel with and distant southwesterly 90.00 feet, measured at right angles, from the northeasterly line of said Lot 7; thence southeasterly 132.00 feet along said parallel line to a line parallel with and distant 132.00 feet, measured at right angles, from the northwesterly line of said Lot 7; thence northeasterly 30.00 feet along said parallel line to a line parallel with and distant southwesterly 60.00 feet, measured at right angles, from the northeasterly line of said Lot 7; thence southeasterly 28.00 feet along said parallel line to a line parallel with and distant southeasterly 160.00 feet, measured at right angles, from the northwesterly line of said Lot 7; thence northeasterly 60.00 feet along said parallel line to the northeasterly line of said Lot 7, said northeasterly line being also the southwesterly line of Whittier Boulevard, as shown on said Tract; thence southeasterly 648.00 feet along said northeasterly line to the most northerly corner of Lot 637 of Tract No. 941, in said City, as per Map filed in Book 16 Pages 194 and 195 of said Maps; thence southwesterly 130.00 feet along the northwesterly line of said Lot 637 to the most westerly corner thereof, said corner being also on the northeasterly line of an alley, 14.00 feet wide, as shown on said Tract; thence southwesterly 14.00 feet to the intersection with northwesterly prolongation of the northerly line of Lot 265 of said Tract, said intersection being also on the southwesterly line of said 14.00 foot wide alley and on the northwesterly line of an alley, 10 feet wide, as shown on said Tract; thence southeasterly 10.00 feet to the most northerly corner of Lot 265 of said Tract, said corner being also on the southeasterly line of said 10 foot wide alley and on the southwesterly line of said 14.00 foot wide alley; thence southeasterly 125.00 feet along the northeasterly line of said Lot 265 to the most southerly corner thereof, said corner being also on the southwesterly line of said 14.00 foot wide alley and on the northwesterly right-of-way line of Calzona Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 60.00 feet to the most northerly corner of Lot 8 of said Tract, said corner being also on the southeasterly right-of-way line of said Calzona Street and on the southwesterly line of an alley, 14.00 feet wide as shown on said Tract; thence southeasterly 329.10 feet along the northeasterly lines of Lots 8 through 16 of said Tract to a point on a line parallel with and distant westerly 30.00 feet, measured at right angles, from the easterly line of said Lot 16, said point being also on the southwesterly line of said alley and on the westerly right-of-way line of Indiana Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 34.08 feet along the southeasterly prolongation of the northeasterly line of said Lot 16 to the centerline of said Indiana Street; thence northerly 454.78 feet along said centerline to the southeasterly prolongation of the centerline of an alley, 19.00 feet wide, as shown on The Schmitt Tract, in said City, as per Map filed in Book 19 Page 41 and 42, of said Maps; thence northwesterly 1142.60 feet along said prolongation and said centerline to the southwesterly prolongation of the northwesterly line of Lot 1, Block 9, of said Tract, said prolongation being also the southeasterly right-of-way line of Esperanza Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 60.00 feet to the intersection with the southwesterly prolongation of the southeasterly line of Lot 15, Block 4, of said Tract, said southeasterly line being also the northwesterly right-of-way line of said Esperanza Street, and the centerline of an alley, 19.00 feet wide, as shown on said Tract; thence northwesterly 778.00 feet along said centerline to the southwesterly prolongation of the northwesterly line of Lot 1 of said Tract, said prolongation being also the southeasterly right-of-way line of Spence Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 60.00 feet to the intersection with the southwesterly prolongation of the southeasterly line of Lot 15, Block 3, of said Tract, said prolongation being also the northwesterly right-of-way line of said Spence Street, and the centerline of an alley, 19.00 feet wide, as shown on said Tract; thence northwesterly 819.75 feet along said centerline to the centerline of Lorena Street, of variable width, as shown on said Tract; thence northeasterly 164.09 feet along the centerline of said Lorena Street to the southerly right-of-way line of the

Pomona Freeway (Route 60) as shown on Freeway Right-of-Way Map No. F1778 prepared by the State of California Department of Public Works, Division of Highway; thence northwesterly 48.59 feet to a point on the general southerly right-of-way line of the Pomona Freeway as shown on D.O.T. Right-of-Way Map No. 1778, said point being the easterly terminus of that certain course shown as N83°32'17"W, 49.87 feet on said Map; thence along said general southerly line of the Pomona Freeway, as shown on said Map, the following courses: thence N83°32'17"W, 49.87 feet along the general southerly right-of-way line of said Pomona Freeway; thence S80°30'57"W, 126.55 feet along the general southerly right-of-way line of said Pomona Freeway; thence N86°36'26"W, 24.33 feet along the general southerly right-of-way line of said Pomona Freeway; thence N61°44'50"W, 18.00 feet along the general southerly right-of-way line of said Pomona Freeway; thence S78°15'21"W, 48.23 feet along the general southerly right-of-way line of said Pomona Freeway; thence S69°02'32"W, 21.43 feet along the general southerly right-of-way line of said Pomona Freeway; thence S68°33'37"W, 139.23 feet along the general southerly right-of-way line of said Pomona Freeway; thence S81°05'44"W, 114.26 feet along the general southerly right-of-way line of said Pomona Freeway to the northeasterly right-of-way line of said Whittier Boulevard, 82.50 feet as shown on said D.O.T. Map; thence northwesterly 458.07 feet along said northeasterly right-of-way line of Whittier Boulevard to a point on the southwesterly line of Lot 22 of Tract No. 5156, in said City, as per Map filed in Book 57 Page 50, of said Maps, said point being distant southeasterly 1.82 feet from the most westerly corner of said Lot 22; thence northwesterly 175.50 feet along the southwesterly lines of Lot 22 to 29 inclusive, of said Tract to the most westerly corner of said Lot 29, said corner being also on said northeasterly right-of-way line of Whittier Boulevard and on the southeasterly line of an alley, 10.00 feet wide, as shown on said Tract; thence northwesterly 10.00 feet to the most southerly corner of Lot 6 of Valley Vista Tract, in said City, as per Map filed in Book 55 Page 42 of Miscellaneous Records, said corner being also on the northwesterly line of said alley and on the northeasterly right-of-way line of said Whittier Boulevard; thence northwesterly 150.00 feet along the southwesterly lines of Lots 1 through 6 of said Tract to the most westerly corner of said Lot 1, said corner being also on the northeasterly right-of-way line of said Whittier Boulevard and on the southeasterly right-of-way line of Fresno Street, 54.00 feet wide (formerly 25.00 feet wide); thence northwesterly 25.00 feet to the most southerly corner of Lot 23 of Alta Vista Tract Being a Subdivision of Lot 26, Workman & Hellman Tract, in said City, as per Map filed in Book 26 Page 33 of said Miscellaneous Records thence northeasterly 121.52' feet along the southeasterly line of said Lot 23 to the most easterly corner thereof; thence northwesterly 431.57 feet along the northeasterly lines of Lots 10 through 23 inclusive, of said Tract to the most northerly corner of said Lot 10, said corner being also on the southeasterly right-of-way line of Albertine Street, 50.00 feet wide, as shown on said Tract; thence northwesterly 25.00 feet to the centerline of said Albertine Street; thence southwesterly 121.58 feet along said centerline to the southeasterly prolongation of the southwesterly line of Lot 1 of Tract No. 23001, in said City, as per Map filed in Book 805, Pages 38 and 39 of said Maps, said southwesterly line being also the northeasterly right-of-way line of Whittier Boulevard, 82.50 feet wide, as shown on said Tract; thence northwesterly 25.00 feet along said prolongation to the most southerly corner of said Lot 1, said corner being also on the northwesterly right-of-way line of said Albertine Street and on said northeasterly right-of-way line of Whittier Boulevard; thence northwesterly 400.09 feet along the southwesterly line of said Lot 1 to the most westerly corner thereof, said corner being also on said northeasterly right-of-way line of Whittier Boulevard and on the southeasterly right-of-way line of Euclid Avenue, of variable width, as shown on said Tract; thence northwesterly 30.00 feet along the northwesterly prolongation of the southwesterly line of said Lot 1 to the centerline of said Euclid Avenue; thence northeasterly 147.00 feet along said centerline to the southeasterly prolongation of the southwesterly line of Lot 43 of Euclid Crest, in said City, as per Map filed in Book 9 Page 47 of said Maps; thence northwesterly 43.00 feet along said prolongation to a point on the southwesterly line of said Lot 43, said point being distant northwesterly 13.00 feet from the most southerly corner of said Lot 43, said corner being also on the northwesterly right-of-way line of said Euclid Avenue and on the northeasterly line of an alley, 15.00 feet wide, as shown on said Tract; thence northwesterly 117.04 feet along the southwesterly line of said Lot 43 to the southeasterly terminus of the curved westerly line of said lot, said curve being concave easterly, having a radius of 5.00 feet, and being tangent at its northeasterly terminus with the southeasterly line of an alley, 15 feet wide; thence northwesterly 25.00 feet to the northwesterly terminus of the curved southerly line of Lot 40, of said tract, said curve being concave northerly, having a radius of 5.00 feet, said northwesterly terminus being on the northeasterly line of an alley, 15 feet wide, as shown on said tract, and being tangent at its northeasterly terminus with the northwesterly line of said alley; thence northwesterly 747.49 feet along the southwesterly line of Lots 33 through 40, of said tract, and the southwesterly line of Lots 8 through 14, of Kraner Tract, in said city, as per map filed in Book 15, Page 163, of said maps, to the most westerly corner of Lot 8, of said Kraner Tract, said corner also being the intersection of the northeasterly line of said 15 foot wide alley and the southeasterly line of Camulos Street, 50 feet wide, as shown on said tract; thence northwesterly 50.10 feet to the most

easterly corner of Lot 4 of Stephenson Heights Tract, in said City, as per Map filed in Book 6 Page 94 of said Maps, said corner being also on the northwesterly right-of-way line of said Camulos Street; thence northwesterly 170.00 feet along the northerly line of said Lot 4 to the most northerly corner thereof, said corner being also on the southeasterly line of an alley, 16.00 feet wide, as shown on said Tract; thence northwesterly 16.00 feet to the most easterly corner of Lot 7 of said Tract, said corner being also on the northwesterly line of said alley; thence northwesterly 144.00 feet along the northeasterly lines of Lots 7 through 9 inclusive, of said Tract to the most northerly corner of said Lot 9, said corner being also on the southeasterly line of Lot 4 of Tract No. 3113, in said City, as per Map filed in Book 32 Page 52 of said Maps; thence southwesterly 13.40 feet along the southeasterly line of said Lot 4 to the most southerly corner thereof; thence northwesterly 100.00 feet along the southwesterly line of said Lot 4 to the most westerly corner thereof, said corner being also on the southeasterly line of Orme Street, 50.00 feet wide, as shown on said Tract; thence northwesterly 50.21 feet to the most southerly corner of Lot 11 of said Tract, said corner being also on the northwesterly line of said Orme Street and on the northeasterly line of an alley, 10.00 feet wide as shown on said Tract; thence northwesterly 130.00 feet along the southwesterly line of said Lot 11 to the most westerly corner thereof, said corner being also on the northeasterly line of said alley; thence northwesterly 20.00 feet to the most southerly corner of Lot 17 of said Tract, said corner being also on the northeasterly line of said alley; thence northwesterly 130.00 feet along the southwesterly line of said Lot 17 to the most westerly corner thereof, said corner being also on the northeasterly line of said alley and on the southeasterly right-of-way line of Mott Street, 50.00 feet wide, as shown on said Tract; thence northwesterly 50.91 feet to the most easterly corner of Lot 13 of said Tract, said corner being also on the northwesterly right-of-way line of said Mott Street; thence northwesterly 190.00 feet along the northeasterly line of said Lots 13 through 17 inclusive, to the most northerly corner of said Lot 17, said corner being also on the southeasterly right-of-way line of Fickett Street, 45.00 feet wide, as shown on said Tract; thence northwesterly 46.73 feet to the most southerly corner of Lot 17, Block F of Tract No. 4887, in said City, as per Map filed in Book 51 Page 20 of said Maps, said corner being also on the northwesterly right-of-way line of said Fickett Street and on the northeasterly line of an alley, 18.00 feet wide, as shown on said Tract; thence northwesterly 249.97 feet along the southwesterly lines of Lot 17 and 8, Block F of said Tract to the most westerly corner of said Lot 8, said corner being also on the northeasterly line of said alley and on the southeasterly right-of-way line of Mathews Street, 45.00 feet wide, as shown on said Tract; thence northwesterly 45.00 feet to the most southerly corner of Lot 17, Block D of said Tract, said corner being also on the northwesterly right-of-way line of said Mathews Street and on the northeasterly line of an alley, 18.00 feet wide, as shown on said Tract; thence northwesterly 125.00 feet along the southwesterly line of said Lot 17, Block D, to the most northerly corner thereof, said corner being also the most southerly corner of Lot 8, Block D of Tract No. 4433, in said City, as per Map filed in Book 48 Page 48 of said Maps and on the northeasterly line of said alley; thence northwesterly 110.00 feet along the southwesterly line of said Lot 8 to the most westerly corner thereof, said corner being also on the northeasterly line of said alley and on the southeasterly right-of-way line of Penrith Drive, 45.00 feet wide, as shown on said Tract; thence northwesterly 45.00 feet to the most southerly corner of Lot 16, Block C of said Tract, said corner being also on the northwesterly right-of-way line of said Penrith Drive and on the northeasterly line of an alley, 18.00 feet wide, as shown on said Tract; thence northwesterly 225.00 feet along the southwesterly lines of Lots 16 and 8 of said Tract to a point on the southerly line of said Lot 8, said point being distant southeasterly 10.00 feet from the most westerly corner thereof, said point being also on the northeasterly line of said alley and on the southeasterly right-of-way line of Soto Street, 80.00 feet wide, (formerly 60.00 feet wide), as shown on said Tract; thence northwesterly 40.00 feet along the northwesterly prolongation of said southwesterly line of said Lot 8 to the centerline of said Soto Street; thence northeasterly 244.10 feet along said centerline to the southeasterly prolongation of the southwesterly line of Lot 57 of Hollenbeck Park Heights Tract, in said City, as per Map filed in Book 6 Page 84 of said Maps; thence northwesterly 40.00 feet along said prolongation to a point on the southwesterly line of said Lot 57, said point being distant northwesterly 10.00 feet from the most southerly corner thereof and on the northwesterly right-of-way line of said Soto Street and on the northeasterly line of an alley, 10.00 feet wide, as shown on said Tract; thence northwesterly 110.00 feet along said southwesterly line of Lot 57 to the most westerly corner thereof, said corner being also on the northeasterly line of said alley and on the southeasterly line of an alley, 10.00 feet wide, as shown on said Tract; thence northwesterly 2.60 feet along the northwesterly prolongation of the southwesterly line of said Lot 57 to the northeasterly prolongation of the northwesterly line of Lot 19 of Hollenbeck Heights Tract, in said City, as per Map filed in Book 2 Page 98 of said Maps; thence southwesterly 10.00 feet along said prolongation to the most northerly corner said Lot 19, said corner being also on the southwesterly line of said alley; thence southwesterly 116.00 feet along the northwesterly line of said Lot 19 to the most westerly corner thereof, said corner being also on the northeasterly right-of-way line of Rogers Avenue, 60.00 feet wide, as shown on said Tract; thence southwesterly

60.00 feet to the most northerly corner of Lot 24, of said tract, said corner being also the southwesterly right-of-way line of said Rogers Avenue; thence southwesterly 190.00 feet to the most westerly corner thereof, said corner being also the northeasterly right-of-way line of Whittier Boulevard, 82.50 feet, as shown on said tract; thence northwesterly 837.50 feet along the southwesterly lines of Lots 25 through 44, of said tract, to the most westerly corner of said Lot 44, said corner being also the intersection of the northeasterly right-of-way line of said Whittier Boulevard and the southeasterly right-of-way line of Chicago Street, 60 feet wide, as shown on said tract; thence northeasterly 194.88 feet along the northwesterly line of said Lot 44 to the southeasterly prolongation of the southwesterly line of Lot 49, of said tract; thence northwesterly 60.00 feet along said southeasterly prolongation to the most southerly corner of said Lot 49, said corner being also the northwesterly right-of-way line of said Chicago Street; thence northwesterly 76.75 feet along the southwesterly line of said Lot 49 to the most westerly corner of said Lot 49; thence northerly 15.61 feet along the westerly line of said Lot 49 to the most southerly corner of Lot 32 of said Tract; thence northwesterly 111.70 feet along the southwesterly line of said Lot 32 to the most westerly corner thereof, said corner being also on the easterly line of Boyle Avenue, 80.00 feet wide, as shown on said Tract; thence northwesterly 40.96 feet along the northwesterly prolongation of the southwesterly line of said Lot 32 to the centerline of said Boyle Avenue; thence northerly 93.17 feet along the centerline to an angle point therein; thence northwesterly 423.08 feet along said centerline to the westerly prolongation of the northerly line of Lot 1 of Hollenbeck Tract, in said City, as per Map filed in Book 3, Page 95 of Maps; thence 44.84 feet along said prolongation to the most westerly corner of said Lot 1, said corner being also on the easterly right-of-way line of said Boyle Avenue; thence easterly 278.47 feet along the northerly line of Lot 1 through 6 inclusive, of said Hollenbeck Tract, to the northeasterly corner of said Lot 6, said corner being also on the westerly right-of-way line of St. Louis Street, 60.00 feet wide; thence easterly 49.06 feet along the easterly prolongation of the northerly line of said Lot 6 to a line parallel with and distant southeasterly 30.00 feet from the northwesterly line of Lot 6, Block 59 of Hancock Survey, in said City as per map filed in Book 1, Pages 483 and 484 of Miscellaneous Records, said parallel line being also the southeasterly right-of-way line of said St. Louis Street; thence northeasterly 521.71 feet along said parallel line to a line parallel with and distant southwesterly 30.00 feet from the northeasterly line of said Lot 6, said parallel line being also the southeasterly right-of-way line of 6th Street, 60.00 feet wide, as shown on Workman Park Tract, in said City, as per Map filed in Book 54 Pages 11 through 13 of Miscellaneous Records; thence northeasterly 60.00 feet to the most westerly corner of Lot 13 of said Workman Park Tract, said corner being also on the southeasterly right-of-way line of said St. Louis Street and on the northeasterly right-of-way line of said 6th Street; thence northeasterly 1079.55 feet along the northwesterly lines of Lots 1 through 13, Block M and Lots 9 through 18, Block I of said Tract to the most northerly corner of said Lot 9, said corner being also on said southeasterly right-of-way line of St. Louis Street and on the southwesterly line of an alley, 15.00 feet wide as shown on said Tract; thence northeasterly 15.00 feet to the most westerly corner of Lot 8, Block I of said Tract, said corner being also on the southeasterly right-of-way line of said St. Louis Street and on the northeasterly line of said alley; thence northeasterly 130.00 feet along the northwesterly line of said Lot 8 to the most northerly corner thereof, said corner being also on the southeasterly right-of-way line of said St. Louis Street and on the southwesterly right-of-way line of 4th Street, 82.50 feet wide, as shown on said Tract; thence southeasterly 361.83 feet along the northeasterly lines of Lots 1 through 8 inclusive, of said Tract to the most easterly corner of said Lot 1, said corner being also on the southwesterly right-of-way line of said 4th Street and on the northwesterly right-of-way line of Chicago Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 30.00 feet along the southeasterly prolongation of the northeasterly line of said Lot 1 to the centerline of said Chicago Street; thence southwesterly 161.53 feet along said centerline to the northwesterly prolongation of the northeasterly line of Lot 22 of The Bush Tract, in said City, as per Map filed in Book 53 Page 13 of said Miscellaneous Records; thence southeasterly 30.00 feet along said prolongation to a point on the northeasterly line of said Lot 22, said point being distant 4.01 feet from the most northerly corner thereof, said point being also on the southeasterly right-of-way line of said Chicago Street; thence southeasterly 165.99 feet along said northeasterly line of Lot 22 to the most easterly corner thereof, said corner being also on the northwesterly line of an alley, 20.00 feet wide, as shown on said Tract; thence southeasterly 20.00 feet to the most northerly corner of Lot 7 of said Tract, said corner being also on the southeasterly line of said alley; thence southeasterly 170.00 feet along the northeasterly line of said Lot 7 to the most easterly corner thereof, said corner being also on the northwesterly right-of-way line of Breed Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 30.00 feet along the southeasterly prolongation of the northeasterly line of said Lot 7 to the centerline of said Breed Street; thence southwesterly 172.49 feet along said centerline to the northwesterly prolongation of the southwesterly line of Lot 1 of Tract No. 27017, in said City, as per Map filed in Book 711 Page 97 of said Maps; thence southeasterly 30.00 feet along said prolongation to the most westerly corner of said Lot 1, said corner being also on the southeasterly right-of-way line of said

Breed Street; thence southeasterly 366.27 feet along the southwesterly line of said Lot 1 to a point distant northwesterly 10.00 feet from the most southerly corner of said Lot, said point being also on the northwesterly right-of-way line of Soto Street, of variable width; thence southeasterly 50.00 feet along the southeasterly prolongation of the southwesterly line of said Lot 1 to the centerline of said Soto Street; thence northeasterly 133.60 feet along the centerline of said Soto Street to the northwesterly prolongation of the northeasterly line of Lot 1 of Hellar's Subdivision Part of Lot 4, Block 72 H.S., in said City, as per Map filed in Book 59 Page 3 of said Miscellaneous Records; thence southeasterly 40.00 feet along said prolongation to a point on the northeasterly line of said Lot 1, said point being distant 1.65 feet southeasterly from the most northerly corner of said Lot 1, said point being also on the southeasterly right-of-way line of said Soto Street; thence southeasterly 311.10 feet along the northeasterly lines of Lots 1 and 10 of said Tract to the most easterly corner of said Lot 10, said corner being also on the northwesterly right-of-way line of Mathews Street, 50.00 feet wide, as shown on said Tract; thence southeasterly 25.00 feet along the southeasterly prolongation of the southwesterly line of said Lot 10 to the centerline of said Mathews Street; thence northeasterly 191.35 feet along said centerline to the northwesterly prolongation of the northeasterly line of Lot 1 of Tract No. 34758, in said City, as per Map filed in Book 967 Pages 99 and 100 of said Maps, said northeasterly line being also the southwesterly right-of-way line of 4th Street, 82.50 feet wide, as shown on said Tract; thence southeasterly 924.55 feet along the southwesterly right-of-way line of said 4th Street to the centerline of Mott Street, 50.00 feet wide, as shown on said Tract; thence southwesterly 121.29 feet along said centerline to the northwesterly prolongation of the southwesterly line of Lot 1 of Bowens & Dolton's Boyle Heights Tract, in said City, as per Map filed in Book 8 Page 38 of said Maps; thence southeasterly 25.00 feet along said prolongation to the most westerly corner of said Lot 1, said corner being also on the southeasterly right-of-way line of said Mott Street; thence southeasterly 497.09 feet along the southwesterly lines of Lots 1 through 12 inclusive, of said Tract to the most southerly corner of Lot 12 of said Tract, said corner being also on the northwesterly right-of-way line of Camulos Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 60.00 feet to the most westerly corner of Lot 15 of Joseph Hyans Subdivision, Lot 9 Workman & Hellman Sub, in said City, as per Map filed in Book 21 Page 60 of said Miscellaneous Records, said corner being also on the southeasterly right-of-way line of said Camulos Street, said corner being also the northeasterly corner of an alley, 15.00 feet wide, as shown on said Tract; thence southeasterly 300.00 feet along the southwesterly lines of Lots 10 through 15 inclusive, of said subdivision to the most southerly corner of said Lot 10, said corner being also on the northeasterly line of said alley and on the northwesterly right-of-way line of Savannah Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 60.00 feet along the southeasterly prolongation of the southwesterly line of said Lot 10 to a point on the northwesterly line of Lot 1 of Tract, No. 16744, in said City, as per Map filed in Book 441 Pages 8 and 9 of said Maps, said point being also on the southeasterly right-of-way line of said Savannah Street; thence northeasterly 106.11 feet along the northwesterly line of said Lot 1 to an angle point thereon, said angle point being also on said southeasterly right-of-way line of Savannah Street; thence northeasterly 21.21 feet to a point on a line parallel with and distant southwesterly 8.75 feet, measured at right angles, from the northeasterly line of said Lot 1, said point being also on the southwesterly right-of-way line of 4th Street, of variable width, as shown on said Tract; thence southeasterly 269.36 feet along said parallel line to a point distant northwesterly 13.30 feet from the southeasterly line of said Lot 3, said point being also on said southwesterly right-of-way line of 4th Street; thence southeasterly 16.00 feet to a line parallel with and distant northwesterly 2.00 feet from the southeasterly line of said Lot 3, said parallel line being also the northwesterly right-of-way line of Evergreen Avenue, of variable width, as shown on said Tract; thence southwesterly 40.00 feet along said parallel line to a point on the northeasterly line of Lot 1 of said Tract; thence southeasterly 2.00 feet along said northeasterly line to the most easterly corner thereof, said corner being also on the northwesterly right-of-way line of said Evergreen Avenue; thence southwesterly 115.06 feet along the southeasterly line of said Lot 1 to the northwesterly prolongation of the southwesterly line of Lot 11 of Euclid Place Tract, in said City, as per Map filed in Book 10 Page 100 of said Maps; thence southeasterly 60.00 feet along said prolongation to the most westerly corner of said Lot 11, said corner being also on the southeasterly right-of-way line of said Evergreen Avenue; thence southeasterly 240.00 feet along the southwesterly lines of Lots 11 and 6 of said Tract to the most southerly corner of said Lot 6, said corner being also on the northwesterly right-of-way line of Euclid Avenue, 60.00 feet wide, as shown on said Tract; thence southeasterly 30.00 feet along the southeasterly prolongation of the southwesterly line of said Lot 6 to the centerline of Euclid Avenue, 60.00 feet wide, as shown on said Tract; thence northeasterly 40.04 feet along said centerline of Euclid Avenue to the northwesterly prolongation of the northeasterly line of the southwesterly 15.00 feet Lot 17 of E. A. Miller's Subdivision of Lots 33, 34, 35 of Workman and Hellman Subdivision, in said City, as per Map filed in Book 16 Page 51 of said Miscellaneous Records; thence southeasterly 30.00 feet along said prolongation to the most westerly corner of the southwesterly 15.00 feet of Lot 17 of E. A. Miller's

Subdivision of Lots 33, 34, 35 of said Workman and Hellman Subdivision, said corner being also on the southeasterly right-of-way line of Euclid Avenue; thence southeasterly 145.50 feet along said parallel line to a line parallel with and distant southeasterly 5.50 feet, measured at right angles, from the southeasterly line of said Lot 17; thence northeasterly 10.00 feet along said parallel line to the northwesterly prolongation of the northeasterly line of Lot 20 of said Tract; thence southeasterly 544.50 feet along said prolongation and the northeasterly lines of Lots 20 through 30 inclusive, of said Tract to the most easterly corner of said Lot 30, said corner being also on the northwesterly right-of-way line of Fresno Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 60.00 feet to the most northerly corner of Lot 31 of said Tract, said corner being also on the southeasterly right-of-way line of said Fresno Street; thence southeasterly 133.20 feet along the northeasterly lines of Lots 31, 32 and 33 of said Tract to the most easterly corner of said Lot 33, said corner being also the most northerly corner of Lot 4, Block F, of Mountain View Tract, in said City, as per Map filed in Book 24, Page 95 of said Miscellaneous Records; thence southeasterly 130.00 feet along the northeasterly line of said Lot 4 to the most easterly corner thereof, said corner being also on the northwesterly right-of-way line of Grande Vista Avenue, 60.00 feet wide, as shown on said Tract; thence southeasterly 60.00 feet wide to the most westerly corner of Lot 8, Block A, of said Tract, said corner being also on the southeasterly right-of-way line of said Grande Vista Avenue; thence southeasterly 76.00 feet along the southwesterly lines of Lots 7 and 8 of said Tract to the most southerly corner of the northwesterly 28.00 feet of said Lot 7; thence northeasterly 125.00 feet along the southeasterly line of the northwesterly 28.00 feet of said Lot 7 to the most easterly corner of said northwesterly 28.00 feet of said Lot 1, said corner being also on the southwesterly right-of-way line of 4th Street, of variable width, as shown on said Tract; thence northeasterly 41.25 feet along the northeasterly prolongation of the southeasterly line of said northwesterly 28.00 feet of said Lot 7 to the centerline of said 4th Street; thence northwesterly 114.47 feet along said centerline to the southwesterly prolongation of the southeasterly line of Lot 11 of Ogilvie's Grand View Heights Tract, in said City, as per Map filed in Book 6 Pages 58 and 59 of said Maps; thence northeasterly 41.25 feet along said prolongation to the most southerly corner of said Lot 11, said corner being also on the northeasterly right-of-way line of said 4th Street; thence northeasterly 125.00 feet along the southeasterly line of said Lot 11 to the most easterly corner thereof, said corner being also on the southwesterly line of an alley, 16.00 feet wide, as shown on said Tract; thence northwesterly 122.44 feet along the northeasterly lines of Lots 9, 10 and 11 of said Tract to the most northerly corner of said Lot 9, said corner being also on the southwesterly line of said alley and on the southeasterly right-of-way line of Fresno Street, of variable width, as shown on said Tract; thence northwesterly 62.00 feet to a point on the northeasterly line of Lot 8 said Tract, said point being distant northwesterly 2.00 feet from the most easterly corner of said Lot 8, said point being also on the northwesterly right-of-way line of said Fresno Street and on the southeasterly line of an alley 16.00 feet wide as shown on said Tract; thence northwesterly 319.37 feet along the northeasterly lines of Lots 1 through 8 inclusive, of said Tract to the most northerly corner of said Lot 1, said corner being also on the southwesterly line of said alley and on the southeasterly line of Lot 24 of Dacotah Tract, in said City, as per Map filed in Book 19 Page 75 of said Miscellaneous Records; thence northeasterly 16.00 feet along the southeasterly line of said Lot 24 to the most easterly corner thereof, said corner being also the most northerly corner of said alley; thence northeasterly 145.44 feet along the northeasterly line of Lot 22, 23 and 24 of said Tract to the most northerly corner of said Lot 22, said corner being also on the southeasterly right-of-way line of Dacotah Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 60.00 feet to the most easterly corner of Lot 12 of said Tract, said corner being also on the northwesterly right-of-way line of said Dacotah Street; thence northwesterly 145.43 feet along the northeasterly lines of Lots 10, 11 and 12 of said Tract to the most northerly corner of said Lot 10; thence southwesterly 8.00 feet along the northwesterly line of said Lot 10 to the most easterly corner of Lot 13 of the Map of a Portion of Fremont Heights Tract, in said City, as per Map filed in Book 5, Page 109 of said Maps; thence northwesterly 524.25 feet along the northeasterly lines of Lots 1 through 13 of said Tract to the most northerly corner of said Lot 1, said corner being also on the southwesterly line of an alley, 10.00 feet wide, and on the southeasterly right-of-way line of Evergreen Avenue, 60.00 feet wide, as shown on said Tract; thence northwesterly 60.00 feet to a point on the southeasterly line of Lot 24 of Davin and Jullien's Subdivision of Part of Lots 6 and 7 Block 23 Hancock's Survey, in said City, as per Map filed in Book 54 Page 49 of said Miscellaneous Records, said point being distant 15.63 feet from the most easterly corner of said Lot 24, said point being also on said northwesterly right-of-way line of Evergreen Avenue; thence northeasterly 15.50 feet along the southeasterly line of said Lot 24 to the most easterly corner thereof, said corner being also on the southwesterly line of an alley, 12.00 feet wide, as shown on said Tract, and on the northwesterly right-of-way line of said Evergreen Avenue; thence northeasterly 12.00 feet to the most southerly corner of Lot 25 of said Tract, said corner being also on the northeasterly line of said alley and on said northwesterly right-of-way line of Evergreen Avenue; thence northeasterly 409.00 feet along the southeasterly lines of Lots 25 through 32 inclusive, of said Tract to the most easterly

corner of said Lot 32, said corner being also on the northwesterly right-of-way line of said Evergreen Avenue and on the southwesterly right-of-way line of 2nd Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 124.00 feet along the northeasterly line of said Lot 32 to the most northerly corner thereof, said corner being also on the southwesterly right-of-way line of said 2nd Street and on the southeasterly line of an alley, 12.00 feet wide, as shown on said Tract; thence northwesterly 12.00 feet to the most easterly corner of Lot 22 of said Tract, said corner being also on the northwesterly line of said alley and on said southwesterly right-of-way line of 2nd Street; thence northwesterly 124.00 feet along the northeasterly line of said Lot 22 to the most northerly corner thereof, said corner being also on said southwesterly right-of-way line of 2nd Street and on the southeasterly right-of-way line of Savannah Street, 60.00 feet wide, as shown on said Tract, now vacated; thence northwesterly 60.00 feet to the most easterly corner of Lot 11 of said Tract, said corner being also on the northwesterly right-of-way line of said Savannah Street and on said southwesterly right-of-way line of 2nd Street; thence northwesterly 150.00 feet along the northeasterly line of said Lot 11 to the most northerly corner thereof, said corner being also on said southwesterly right-of-way line of 2nd Street; thence southwesterly 59.00 feet along the northwesterly line of said Lot 11 to the most westerly corner thereof, said corner being also the most northerly corner of Lot 10 of Hellman and Stassforth's Subdivision of Lot 5 of Workman and Hellman's Subdivision of Block 73 Hancock's Survey, in said City as per Map filed in Book 9 Page 43 of said Miscellaneous Records; thence southwesterly 100.00 feet along the northwesterly lines of Lots 9 and 10 of said Tract to the most westerly corner of Lot 9 of said Tract, said corner being also the most northerly corner of Davin and Jullien's Subdivision of Part of Lots 6 and 7, Block 73 Hancock's Survey; thence southwesterly 150.00 feet along the northwesterly lines of Lots 6, 7 and 8 of said Tract to the most westerly corner of said Lot 6, said corner being also the most northerly corner of Lot 5 of said Hellman and Stassforth's Subdivision of Lot 5 of Workman and Hellman's Subdivision of Block 73 Hancock's Survey; thence southwesterly 100.00 feet along the northeasterly lines of Lots 4 and 5 of said Tract to the most westerly corner of said Lot 4, said corner being also on the northeasterly line of an alley, 12.00 feet wide, as shown on said Tract; thence southwesterly 12.00 feet to the most northerly corner of Lot 1 of said Davin and Jullien's Subdivision of Part of Lots 6 and 7, Block 73 Hancock's Survey, said corner being also on the southwesterly line of said alley; thence southwesterly 10.50 feet along the northwesterly line of said Lot 1 to the most easterly corner of Lot 22 of Peterson's Subdivision of Lot 6 Workman & Hellman's Subdivision of Block 73 Hancock's Survey, in said City, as per Map filed in Book 10 Page 72 of said miscellaneous Records; thence northwesterly 243.80 feet along the northeasterly lines of Lots 22 through 26 inclusive, of said Tract to the most northerly corner of said Lot 26, said corner being also the most southerly corner of Lot 16 of said Survey; thence northeasterly 125.00 feet along the southeasterly line of said Lot 16 to the most easterly corner thereof, said corner being also on the southwesterly right-of-way line of 3rd Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 97.52 feet along the northeasterly lines of Lots 16 and 15 to the most northerly corner of said Lot 15, said corner being also on said southwesterly right-of-way line of 3rd Street and on the southeasterly right-of-way line of Saratoga Street, 50.00 feet wide, as shown on said Tract; thence southwesterly 125.00 feet along the northwesterly line of said Lot 15 to the most westerly corner of said Lot 15, said corner being also on said southeasterly right-of-way line of Saratoga Street; thence northwesterly 50.00 feet to the most easterly corner of Lot 7, Block B of Pauly's Subdivision of Lot 7 of Workman & Hellman's Subdivision of Block 73 Hancock's Survey, as per Map filed in Book 10, Page 35 of miscellaneous Records, said corner being also on the northwesterly right-of-way line of said Saratoga Street; thence northwesterly 316.53 feet along the northeasterly lines of Lots 7 through 12 inclusive, of said Tract to the most northerly corner of said Lot 12, said corner being also on the southeasterly right-of-way line of Mott Street, 50.00 feet wide, as shown on said Tract; thence northwesterly 50.95 feet to the most easterly corner of Lot 9, Block B, of Blanchard's Subdivision, in said City as per Map filed in Book 9 Page 56 of said Miscellaneous Records, said corner being also on the northwesterly right-of-way line of said Mott Street, and on the southwesterly line of an alley, 10.00 feet wide, as shown on said Tract; thence northeasterly 404.32 feet along the northeasterly lines of Lots 9 through 16 inclusive, of said Tract to the most northerly corner of said Lot 16, said corner being also on the southwesterly line of said alley and on the southeasterly right-of-way line of Fickett Street, 50.00 feet wide, as shown on said Tract; thence northwesterly 50.98 feet to the most southerly corner of Lot 8, Block B of Atwood's Subdivision, in said City, as per Map filed in Book 9 Page 57 of said Miscellaneous Records, said corner being also on the northwesterly right-of-way line of said Fickett Street; thence northwesterly 389.25 feet along the southwesterly lines of Lots 1 through 8 inclusive, of said Tract to the most westerly corner of said Lot 1 of said Tract, said corner being also on the southeasterly right-of-way line of Mathews Street, 50.00 feet wide, as shown on said Tract; thence northwesterly 50.00 feet to the most southerly corner of Lot 25 of Heaver Tract, in said City, as per Map filed in Book 11 Page 17 of said Miscellaneous Records, said corner being on the northwesterly right-of-way line of said Mathews Street; thence northwesterly 200.40 feet along the southwesterly lines of Lots 25, 23, 21 and 19 of said Tract to the most

westerly corner of said Lot 19, said corner being also on the southeasterly line of Lot 16 of said Tract; thence northeasterly 21.00 feet along the southeasterly line of said Lot 16 to the most easterly corner thereof; thence northwesterly 135.00 feet along the northeasterly line of said Lot 16 to the most northerly corner thereof, said corner being also on the southeasterly right-of-way line of Soto Street, 82.50 feet wide, as shown on said Tract; thence northwesterly 82.50 feet to the most southerly corner of Lot 2, Block A of Boyle Heights Moore and Kelleher's Subdivision, of a Part of Lots 5 and 6, Block 60 and Stevenson's Subdivision, of a Part of Lot 6, Block 60 Hancock's Survey, in said City, as per Map filed in Book 5 Page 568 of said Miscellaneous Records, said corner being also on the northwesterly right-of-way line of said Soto Street; thence northwesterly 360.00 feet along the southwesterly lines of Lots 2, 4, 6, 8, 10 and 12, Block A, of said Tract to the most westerly corner of said Lot 12, said corner being also on the southeasterly right-of-way line of Breed Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 60.00 feet to the most easterly corner of Lot 1, Block B of said Survey, said corner being also on the northwesterly right-of-way line of said Breed Street; thence southwesterly 148.00 feet along the southeasterly line of said Lot 1 to the most southerly corner thereof, said corner being also on the northwesterly right-of-way line of said Breed Street and on the northeasterly right-of-way line of 4th Street, 82.50 feet as shown on said Tract; thence northwesterly 360.00 feet along the southwesterly lines of Lots 1, 3, 5, 7, 9 and 11 of said Survey to the most westerly corner of said Lot 11, said corner being also on the northeasterly right-of-way line of said 4th Street and on the southeasterly right-of-way line of Chicago Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 60.00 feet to the most southerly corner of Lot 9, Block D of Workman Tract, in said City, as per Map filed in Book 54 Pages 11 through 13 of said Miscellaneous Records, said corner being also on the northwesterly right-of-way line of said Chicago Street and on said northeasterly right-of-way line of 4th Street; thence northwesterly 360.85 feet along the southwesterly line of Lots 9 through 16 inclusive, of Block D of said Tract to the most westerly corner of said Lot 16, said corner being also on said northeasterly right-of-way line of 4th Street and on the southeasterly right-of-way line of St. Louis Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 60.00 feet to the most southerly of Lot 9, Block E of said Tract, said corner being also on the northwesterly right-of-way line of said St. Louis Street, said corner being also on said northeasterly right-of-way line of 4th Street; thence northwesterly 180.25 feet along the southwesterly lines of Lots 9 through 12 inclusive, of Block E of said Tract to the most westerly corner of said Lot 12, said corner being also on said northeasterly right-of-way line of 4th Street; thence northeasterly 140.00 feet along the northwesterly line of said Lot 12 to the most northerly corner thereof, said corner being also the most easterly corner of Lot 13 of said Tract and said corner being also on the southwesterly line of an alley, 20.00 feet wide, as shown on said Tract; thence northwesterly 178.00 feet along the northeasterly lines of Lots 13 through 16 inclusive, of Block E of said Tract to a line parallel with and distant southeasterly 2.00 feet, measured at right angles, from the northwesterly line of said Lot 16, said parallel line being also the southeasterly right-of-way line of Cummings Street, of variable width, as shown on said Tract; thence northwesterly 19.00 feet along the northwesterly prolongation of the northeasterly line of said Lot 16 to a line parallel with and distant northwesterly 17.00 feet from the northwesterly line of said Lot 16; thence southwesterly 140.03 feet along said parallel line to the northeasterly right-of-way line of 4th Street, 82.50 feet wide; thence northwesterly 285.12 feet along the northeasterly right-of-way line of said 4th Street to a point on the southerly line of Lot 18, Block G of said Workman Park Tract, said point being also on the northerly right-of-way line of said 4th Street, of variable width, as shown on said Tract; thence westerly 64.30 feet along the southerly line of said Lot 18 to the southwesterly corner thereof, said corner being also on said northerly right-of-way line of 4th Street; thence northerly 8.75 feet along the westerly line of said Lot 18 to a line parallel with and distant northerly 8.75 feet, measured at right angles, from the southerly line of said Lot 18; thence westerly 50.00 feet along said parallel line to a point on the easterly line of Lot 20, Block G of said Tract; thence southerly 8.75 feet along the easterly line of said Lot 20 to the southeasterly corner thereof, said corner being also on said northerly right-of-way line of 4th Street; thence westerly 180.00 feet along the southerly lines of Lots 20 through 23 inclusive, of Block G of said Tract to the southwesterly corner of said Lot 23, said corner being also on said northerly right-of-way line of 4th Street and on the easterly right-of-way line of State Street, 60.00 feet wide, as shown on said Tract; thence westerly 60.30 feet to the southeasterly corner of Lot 1 of Tract No. 5575, in said City, as per Map filed in Book 60 Page 64 of said Maps, said corner being also on the westerly right-of-way line of said State Street and on the northerly right-of-way line of said 4th Street; thence westerly 124.66 feet along the southerly lines of Lots 1, 2 and 3 of said Tract to the southwesterly corner of said Lot 3, said corner being also on the northerly right-of-way line of said 4th Street and on the easterly line of an alley, 15.00 feet wide, as shown on said Tract; thence westerly 15.00 feet to the southeasterly corner Lot 15, Block H of said Workman Park Tract, said corner being also on the westerly line of said alley and on the northerly right-of-way line of said 4th Street; thence westerly 140.00 feet along the southerly line of said Lot 15 to the southwesterly corner thereof, said corner being also on the northerly right-of-way line of said 4th Street and on the

easterly right-of-way line of Boyle Avenue, 80.00 feet wide, as shown on said Tract; thence westerly 40.00 feet along the westerly prolongation of the southerly line of said Lot 15 to the centerline of said Boyle Avenue; thence southerly 232.50 feet along the centerline of said Boyle Avenue to the westerly prolongation of the southerly line of Lot 3, Block L of said Tract; thence easterly 40.00 feet along said prolongation to the southwest corner of said Lot 3, said corner being also on the easterly right-of-way line of said Boyle Avenue; thence easterly 130.00 feet along the southerly line of said Lot 3 to the southeasterly corner thereof, said corner being also on the westerly line of an alley, 15.00 feet wide, as shown on said Tract; thence northerly 12.50 feet along the easterly line of said Lot 3 to the westerly prolongation of the centerline of an alley 15.00 feet wide as shown on said Tract; thence easterly 325.36 feet along said centerline to the general westerly right-of-way line of the Golden State Freeway as shown on Freeway Right-of-Way Map F-1282 prepared by the State of California, Department of Public Works, Division of Highways; thence southerly along the westerly right-of-way line of said Golden State Freeway as shown on said D.O.T. Right-of-Way Map No. F-1282, the following courses: thence S23°07'07"W, 8.36 feet to the southerly line of said alley; thence S24°53'23"W, 236.52 feet to the northerly right-of-way line of State Street, 60.00 feet wide as shown on said Right-of-Way Map F-1282; thence S24°39'29"W, 285.49 feet along the general right-of-way line of said Golden State Freeway; thence S24°38'40"W, 58.21 feet along the general right-of-way line of said Golden State Freeway; thence S28°34'54"W, 151.37 feet along the general right-of-way line of said Golden State Freeway; thence S29°49'01"W, 53.85 feet along the general right-of-way line of said Golden State Freeway; thence S28°59'56"W, 126.42 feet along the general right-of-way line of said Golden State Freeway; thence easterly 1.52 feet along the general right-of-way line of said Golden State Freeway; thence S26°13'39"W, 108.17 feet to the northerly right-of-way line of 6th Street, 60.00 feet wide, as shown on said Right-of-Way Map; thence S15°32'21"W, 61.47 feet to the southerly right-of-way line of said 6th Street; thence westerly 54.23 feet along the southerly right-of-way line of said 6th Street to the curved easterly right-of-way line of Boyle Avenue, 80.00 feet wide as shown on said Right-of-Way Map, said easterly right-of-way having a radius of 1390.00 feet as shown on Right-of-Way Map F-1281 prepared by the State of California, Department of Public Works, Division of Highways, a radial to said point bears N81°10'34"W; thence southerly 330.57 feet along said curved easterly right-of-way line through a central angle of 13°37'33"; thence southwest 91.14 feet to the southeasterly corner of Parcel B as per Map filed in Parcel Map Book 206, Pages 17 and 18; thence westerly 28.96 feet along the southerly line of said Lot B to an angle point therein; thence southwest 70.00 feet along the southerly line of said Lot B to an angle point therein; thence southwest 20.00 feet along the southerly line of said Lot B to an angle point therein; thence westerly 18.00 feet along the southerly line of said Lot B to an angle point therein; thence southerly 15.66 feet along the southerly line of said Lot B to an angle point therein; thence westerly 221.23 feet along the southerly line of said Lot B to an angle point therein; thence westerly 63.68 feet along the southerly line of said Lot B to an angle point therein; thence westerly 30.88 feet along the southerly line of said Lot B to the southwest corner of said Lot B, said corner being also on the easterly right-of-way line of the Santa Ana Freeway as shown on said Right-of-Way Map F-1281, said point being distant southerly 17.00 feet from the northerly terminus of that certain course shown as N1°05'00"E, 238 feet on said Right-of-Way Map; thence westerly 172.47 feet to a point on the westerly right-of-way line of the Santa Ana Freeway as shown on D.O.T. Right-of-Way Map No. F-1281, said point being the easterly terminus of that certain course shown as N88°53'17"W, 30.02 feet as shown on said Right-of-Way Map No. F-1281; thence N88°53'17"W, 30.02 feet to the easterly line of an alley, 20.00 feet wide as shown on said Right-of-Way Map No. F-1281; thence westerly 20.00 feet to an angle point on the easterly line of Lot 14, Block C of Strong & Dickinson's Salt Lake Railroad Tract, in said City, as per Map filed in Book 7 Page 104, of said Miscellaneous Records, said point being also on the westerly line of said alley; thence westerly 215.51 feet along the northerly lines of Lots 12, 13 and 14 of said Tract to the most northerly corner of said Lot 12, said corner being also on the southerly line of said alley and on the northeasterly right-of-way line of Clarence Street, 50.00 feet wide, as shown on said Tract; thence westerly 26.83 feet along the westerly prolongation of said northerly lines to the centerline of said Clarence Street; thence northerly 154.72 feet along said centerline to the beginning of a tangent curve, concave westerly and having a radius of 70.00 feet; thence northerly 27.90 feet along said curve and along said centerline through a central angle of 16°45'43"; thence northwest 28.51 feet tangent to said curve and along said centerline to the beginning of a tangent curve concave easterly and having a radius of 130.00 feet; thence northerly 67.95 feet along said curve and along said centerline through a central angle of 29°56'57"; thence northerly 1231.53 feet tangent to said curve and along said centerline to the centerline of 4th Street, 80.00 feet wide, as shown on the Fourth Street Bridge Tract, in said City, as per Map filed in Book 3 Page 67, of said Maps; thence northerly 901.34 feet along the centerline of said Clarence Street to the centerline of 3rd Street, 60.00 feet wide, as shown on Tract No. 18851, in said City, as per Map filed in Book 506, Page 50, of said Maps; thence westerly 242.99 feet along said centerline to the centerline of Utah Street, 60.00 feet wide, as shown on Tract No. 16574, in said City,

as per Map filed in Book 505 Page 17 of said Maps; thence northwesterly 305.43 feet along said centerline of Utah Street to an angle point thereon; thence westerly 86.50 feet along said centerline of Utah Street to an angle point thereon; thence northerly 614.36 feet along said centerline of Utah Street to the centerline of First Street, 80.00 feet wide, as shown on said Tract; thence northerly 191.24 feet along said centerline of Utah Street to the centerline of Via Las Vegas, 42.00 feet wide, as shown on Clement Tract, in said City, as per Map filed in Book 17 Page 41 of said Miscellaneous Records; thence westerly 717.25 feet along the centerline of said Via Las Vegas to the southerly prolongation of the westerly line of Lot 2, of Tract 12658, in said City, as per Map filed in Book 342 Pages 14 through 16 inclusive, of said Maps, said westerly line being also the easterly right-of-way line of Mission Road, of variable width, as shown on said Tract; thence northerly 474.52 feet along said prolongation and said westerly line to the beginning of a tangent curve concave easterly and having a radius of 500.00 feet; thence northerly 84.72 feet along said curve and along said westerly line through a central angle of $9^{\circ}42'30''$ to a point of tangency; thence northeasterly 391.20 feet along the westerly line of said Lot 2 to the southerly terminus of the curved northwesterly line of said lot, said curve being concave southwesterly, having a radius of 20.00 feet, and being tangent at its easterly terminus with the southerly line of Kearney Street, 55 feet wide, as shown on said tract; thence northerly 95.00 feet to the northerly terminus of the curved southwesterly line of Lot 1, of said tract, said curve being concave northeasterly, having a radius of 20.00 feet, and being tangent at its easterly terminus with the northerly line of said Kearney Street; thence northerly 17.79 feet along the westerly line of said lot to an angle point therein; thence northeasterly 13.88 feet along the northwesterly line of said Lot to an angle point therein; thence northerly 172.41 feet to a point on the southerly line of Lot 19 of the Map of the Cannery Tract as per Map filed in Book 16, Page 65 of Miscellaneous Records, said point being the southerly terminus of that certain course shown as $N15^{\circ}20'08''E$, 172.18 feet as shown on Right-of-Way Map No. F-1849-2, issued by the State of California Transportation Department; thence $N15^{\circ}20'08''E$, 172.18 feet to the northerly right-of-way line of the Santa Ana Freeway as shown on said Right-of-Way Map No. F-1849-2; thence easterly along the general northerly right-of-way line of said Freeway the following courses: thence $S83^{\circ}10'11''E$, 58.02 feet along the general right-of-way line of said Santa Ana Freeway; thence $S83^{\circ}10'11''E$, 26.38 feet along the general right-of-way line of said Santa Ana Freeway; thence $S19^{\circ}08'52''E$, 2.59 feet along the general right-of-way line of said Santa Ana Freeway; thence $S83^{\circ}10'11''E$, 477.58 feet along the general right-of-way line of said Santa Ana Freeway to the beginning of a tangent curve concave northerly and having a radius of 290.00 feet; thence easterly 150.76 feet along said curve, and along said general right-of-way line, through a central angle of $25^{\circ}50'06''$ to the beginning of a non-tangent curve having a radius of 565.00 feet, a radial bearing to said point bears $S19^{\circ}00'18''E$; thence northeasterly 142.24 feet along said curve, and along said general right-of-way line, through a central angle of $14^{\circ}25'29''$ to the southerly right-of-way line of Cesar E. Chavez Avenue, of variable width (formerly Macy Street, 80.00 feet wide); thence southeasterly 247.95 feet along said southerly right-of-way line of Cesar E. Chavez Avenue to the westerly line of Pleasant Avenue, 60.00 feet wide as shown on said Right-of-Way Map No. F-1849-2; thence southerly 74.36 feet along the westerly right-of-way line of said Pleasant Avenue to the most northerly corner of Lot 10, Block V of Mt. Pleasant Tract, as per Map filed in Book 32, Page 58 of Miscellaneous Records; thence southwesterly 109.19 feet along the northwesterly line of said Lot 10 to a point distant northeasterly 25.00 feet from the most westerly corner of said Lot 10; thence southerly 90.46 feet to the northerly line of Progress Place, 60.00 feet wide, as shown on said Right-of-Way Map No. F-1849-2, said point being also the beginning of a non-tangent curve concave southwesterly and having a radius of 50.00 feet; thence westerly and southerly 62.32 feet along said curve and along the general easterly right-of-way line of said Santa Ana Freeway through a central angle of $71^{\circ}24'45''$ to a non-tangent point on said easterly right-of-way line; thence southerly 31.25 feet along the general easterly right-of-way line of said Santa Ana Freeway to the southwesterly line of Aliso Street, 60.00 feet wide, as shown on said Right-of-Way Map No. F-1849-2; thence southeasterly 153.97 feet along said southwesterly right-of-way line of Aliso Street to the westerly line of said Pleasant Street; thence southeasterly 65.83 feet along the southeasterly prolongation of the southwesterly line of said Aliso Street to a point on the westerly line of Lot 4, Block R of the Subdivision of Blocks O & R of the Mount Pleasant Tract, as per Map filed in Book 23, Page 99 of Miscellaneous Records, said point being also on the easterly right-of-way line of said Pleasant Street; thence northerly 179.85 feet along the westerly line of Lots 1 through 4 inclusive, of said Tract to the southeasterly right-of-way line of said Progress Place; thence northeasterly 137.81 feet along said southeasterly right-of-way line of Progress Place to a non-tangent point on the curved southerly right-of-way line of Cesar E. Chavez Avenue, of variable width, (formerly Macy Street 80.00 feet wide) said curved southerly right-of-way line having a radius of 994.93 feet; thence easterly 87.69 feet along said curved southerly right-of-way line through a central angle of $5^{\circ}03'00''$; thence easterly 76.69 feet along said southerly right-of-way line to the westerly right-of-way line of Pennsylvania Street, 50.00 feet wide, as shown on said Subdivision of Blocks

O & R of the Mount Pleasant Tract; thence easterly 54.60 feet to a point on the westerly line of Lot 1 Block O of said Tract, said point being distant southerly 22.23 feet from the most southerly corner of said Lot, said point being also on the easterly right-of-way line of said Pennsylvania Avenue; thence southeasterly 89.23 feet along the westerly lines of Lots 1, 2 and 3 Block O of said Tract to a line parallel with and distant southerly 20.00 feet from the northerly line of said Lot 3, said point being also on easterly right-of-way line of Pennsylvania Avenue; thence northeasterly 113.00 feet along said parallel line to the easterly line of said Lot 3, Block O; thence southeasterly 130.00 feet along the easterly lines of Lots 3, 4 and 5, Block O of said Tract to the most easterly corner of said Lot 5, said corner being also the most westerly corner of Lot 17, Block O of said Tract; thence northeasterly 119.50 feet along the northerly line of said Lot 17 to the most northerly corner thereof, said corner being also on the westerly right-of-way line of Warren Street, 50.00 feet wide, as shown on said Tract; thence northeasterly 50.00 feet to the most northerly corner of Lot 2 of Mount Pleasant Tract, as per Map filed in Book 32, Page 58 of Miscellaneous Records, said corner being also on the easterly right-of-way line of said Warren Street and on the southwesterly right-of-way line of said Cesar E. Chavez; thence southeasterly 73.00 feet along the southwesterly line of said Lot 2 to a point distant northwesterly 42.00 feet from the most southerly corner of said Lot 2; thence southeasterly 62.42 feet to a point on the southeasterly line of said Lot 2, said point being distant northeasterly 46.00 feet from the most southerly corner of said Lot 2; thence northeasterly 76.00 feet along the southeasterly line of said Lot 2 to the most easterly corner thereof, said corner being also on the southeasterly right-of-way line of said Cesar E. Chavez Avenue; thence southeasterly 54.69 feet along the southwesterly right-of-way of said Cesar E. Chavez Avenue to a point on the northeasterly line of Lot 4, Block N, said point being distant northwesterly 28.66 feet from the northeasterly corner of said Lot 4; thence southerly 143.04 feet to a line parallel with and distant southeasterly 10.00 feet from the southeasterly line of said Lot 4, said parallel line being also the northwesterly right-of-way line of Kearny Street, 50.00 feet wide, as shown on said Tract; thence northeasterly 152.33 feet along said parallel line to the northwesterly prolongation of the northeasterly line of Lot 1, of Tract No. 12132 as per Map filed in Book 244, Pages 14 and 15 of Maps; thence southeasterly 167.94 feet along said prolongation to the most northerly corner of said Lot 1, said corner being also on the southwesterly right-of-way line of said Cesar E. Chavez Avenue; thence southeasterly 186.10 feet along the northeasterly line of said Lot 1 to the most easterly corner thereof, said corner being also on the northwesterly line of Lot 3, Block C of the Subdivision of Block C of a Part of Lot 3 Block 60 of Hancock Survey as per Map filed in Book 16, Page 17 of Miscellaneous Records; thence southwesterly 148.00 feet along said northwesterly line of Lot 3, Block C to the most westerly corner thereof; thence southeasterly 150.00 feet along the southwesterly lines of Lots 1 through 3 inclusive, of Block C of said Tract to the most southerly corner of said Lot 1, said corner being also on the northwesterly right-of-way line of Boyle Avenue, 60.00 feet wide, as shown on said Tract; thence southeasterly 30.00 feet along the southeasterly prolongation of the southwesterly line of said Lot 1 to the centerline of said Boyle Avenue; thence southwesterly 1092.71 feet along said centerline to the southeasterly prolongation of the northeasterly lines of Lot 1, Block L of the Resubdivision of Lots 1, 3, 5, 7, 9, 11 & 13 in Block L of George Cummings Subdivision, in said City, as per Map filed in Book 15 Page 11 of said Miscellaneous Records; thence northwesterly 30.96 feet along said prolongation to the most easterly corner of said Lot 1, said corner being also on the northwesterly right-of-way line of said Boyle Avenue and on the southwesterly line of an alley, 16.00 feet wide, as shown on said Tract; thence northwesterly 35.00 feet along the northeasterly line of said Lot 1 to the most northerly corner of said Lot 1, said corner being also on said southwesterly line of said alley; thence southwesterly 141.51 feet along the northwesterly line of said Lot 1 to the most westerly corner thereof, said corner being also on the northeasterly right-of-way line of Pleasant Avenue, 60.00 feet wide, as shown on said Subdivision; thence southwesterly 84.75 feet to a point on the northeasterly Boundary Line of the City Land of Los Angeles, distant southeasterly 210.00 feet from the most easterly corner of Cummings Home Tract, in said City, as per Map filed in Book 52 Page 38 of said Miscellaneous Records, said point being also on the southwesterly right-of-way line of said Pleasant Avenue; thence southwesterly 124.00 feet to a point; thence westerly 31.65 feet to a line parallel with and distant northerly 100.00 feet, measured at right angles, from the southerly line of said Tract, said southerly line being also the northerly right-of-way line of 1st Street, 80.00 feet wide, as shown on said tract; thence westerly 66.65 feet along said parallel line to a point on the general easterly line of the Santa Ana Freeway as shown on said Right-of-Way Map F-2013, said point being the northerly terminus of that certain course shown as S4°25'37"W, 100.00 feet; thence S4°25'37"W, 100.00 feet along said general easterly line to the northerly right-of-way line of said 1st Street; thence southerly 80.04 feet along said general easterly line to a point on the southerly right-of-way line of said 1st Street, said point being the northerly terminus of that certain course shown as 149.70 feet on said Right-of-Way Map; thence southerly 110.43 feet along said last mentioned course; thence easterly 99.45 feet to a line parallel with and distant southerly 100.00 feet, measured at right angles, from the southerly right-of-way line of 1st Street, 80.00 feet wide, as shown on said Right-of-Way

Map F-2013; thence easterly 50.00 feet along said parallel line to a line shown as having a bearing of S1°45'21"E on said Right-of-Way Map F-2013; thence southerly 30.71 feet along said line to a line parallel with and distant southerly 130.00 feet from said southerly right-of-way line of said 1st Street; thence easterly 146.98 feet along said parallel line to a line parallel with and distant westerly 3.00 feet from the easterly right-of-way line of Boyle Avenue, 80.00 feet wide, as shown on said Right-of-Way Map F-2013; thence easterly 88.69 feet to a point on the northerly line of Lot 8 of Workman and Hollenbeck Tract, in said City, as per Map filed in Book 5 Pages 426 and 427 of said Miscellaneous Records, said point being distant easterly 3.00 feet from the northwesterly corner thereof, said point being also on the easterly right-of-way line of said Boyle Avenue; thence easterly 117.00 feet along the northerly line of said Lot 8 to the northeasterly corner thereof, said corner being also on the westerly line of an alley, 12.00 feet wide, as shown on said Tract; thence northeasterly 26.15 feet to the southwest corner of Lot 12 of said Tract, said corner being also on the easterly line of said alley and on the northeasterly line of an alley, 16.00 feet wide, as shown on said Tract; thence southeasterly 506.00 feet along the southwesterly lines of Lots 12 through 21 inclusive, of said Tract, to the most southerly corner of said Lot 21, said corner being also on the northeasterly line of said alley and on the northwesterly right-of-way line of State Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 60.00 feet to the most westerly corner of Lot 55 of said Tract, said corner being also on the southeasterly right-of-way line of said State Street, and on the northeasterly line of an alley, 16.00 feet wide, as shown on said Tract; thence southeasterly 495.00 feet along the southwesterly lines of Lots 55 through 64 inclusive, of said Tract to the most southerly corner of said Lot 64, said corner being also on the northeasterly line of said alley; thence northeasterly 20.00 feet along the southeasterly line of said Lot 64 to the southwest corner of Lot 65 of said Tract; thence southeasterly 7.84 feet along the southwesterly line of said Lot 65; thence northeasterly 120.26 feet to a point on the northeasterly line of said Lot 65, distant southeasterly 14.82 feet from the most northerly corner thereof, said point being also on the southwesterly right-of-way line of 1st Street, of variable width; thence southeasterly 305.96 feet along the southwesterly right-of-way line of said First Street to the centerline of Cummings Street, 60.00 feet wide, as shown on Boyle Heights Moore and Kelleher's Subdivision, of a Part of Lots 5 and 6 Block 60 and Stevenson's Subdivision, of a Part of Lot 6 Block 60 Hancock's Survey, in said City, as per Map filed in Book 5 Page 568, of said Miscellaneous Records; thence southwesterly 148.00 feet along said centerline to the northwesterly prolongation of the northeasterly line of Lot 11, Block G of said Tract; thence southeasterly 30.00 feet along said prolongation to the most northerly corner of said Lot 11, said corner being also on the southeasterly right-of-way line of said Cummings Street; thence southeasterly 360.00 feet along the northeasterly lines of Lots 11, 9, 7, 5, 3 and 1, Block G of said Tract to the most easterly corner of said Lot 1, said corner being also on the northwesterly right-of-way line of Street. Louis Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 60.00 feet to the most northerly corner of Lot 11, Block I of said Tract, said corner being also on the southeasterly right-of-way line of said St. Louis Street; thence southeasterly 190.00 feet along the northeasterly lines of Lots 11, 9, 7 and 5, of said Block I to a line parallel with and distant southeasterly 10.00 feet, measured at right angles, from the northwesterly line of said Lot 5; thence southwesterly 148.00 feet along said parallel line to the southwesterly line of said Lot 5, said southwesterly line being also the northeasterly right-of-way line of 2nd Street, 60.00 feet wide, as shown on said Tract; thence southwesterly 30.00 feet along the southwesterly prolongation of said parallel line to the centerline of said 2nd Street; thence southeasterly 200.00 feet along said centerline to the centerline of Chicago Street, 60.00 feet wide, as shown on said Tract; thence northeasterly 278.00 feet along the centerline of said Chicago Street to the northwesterly prolongation of the southwesterly line of Lot 3, Block 1 of Tract, in said City, as per map filed in Book 29, Page 86 of said maps; thence southeasterly 30.00 feet along said prolongation to the most westerly corner of said Lot 3, said corner being also the southeasterly right-of-way line of said 2nd Street; thence southeasterly 148.00 feet along the southwesterly line of said Lot 3 to the most southerly corner thereof, said corner being also on the northwesterly line of an alley, 12.00 feet wide, as shown on said Tract; thence northeasterly 100.00 feet along the northwesterly line of said alley to the northwesterly prolongation of the northeasterly line of Lot 12, Block 1 of said Tract; thence southeasterly 12.00 feet along said prolongation to the most northerly corner of said Lot 12, said corner being also on the southeasterly line of said alley; thence southeasterly 200.00 feet along the northeasterly line of said Lot 12 to the most easterly corner thereof, said corner being also on the northwesterly right-of-way line of Breed Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 60.00 feet to the most northerly corner of Lot 4, Block 2, of said Tract, said corner being also on the southeasterly right-of-way line of said Breed Street; thence southeasterly 148.00 feet along the northeasterly line of said Lot 4 to the most easterly corner thereof, said corner being also on the northwesterly line of an alley, 12.00 feet wide, as shown on said Tract; thence southeasterly 12.00 feet to the most northerly corner of Lot 12, Block 2, of said Tract, said corner being also on the southeasterly line of said alley; thence southeasterly 100.00 feet along the northeasterly line of said Lot 12 to the most northerly corner of the

southeasterly 100.00 feet of said lot; thence southwesterly 2.00 feet to the most westerly corner of the northeasterly 2.00 of the southeasterly 100.00 feet of said lot; thence southwesterly 100.00 feet to the most southerly corner of the northeasterly 2.00 feet of said lot, said corner being the northwesterly line of Soto Street, 82.50 feet wide; thence southeasterly 83.17 feet to the most northerly corner of Lot 4 of Hutchins Tract, in said City, as per Map filed in Book 7 Page 60 of said Maps, said corner being also on the southeasterly right-of-way line of said Soto Street; thence southeasterly 150.00 feet along the northeasterly line of said Lot 4 to the most easterly corner thereof, said corner being also on the northwesterly line of an alley, 16.00 feet wide, as shown on said Tract; thence southeasterly 16.00 feet along the southeasterly prolongation of the northeasterly line of said Lot 4 to the northwesterly line of Lot 27 of said Tract, said northwesterly being also the southeasterly line of said alley; thence southwesterly 2.14 feet along the northwesterly line of said Lot 27 to the most westerly corner thereof, said corner being also on the southeasterly line of said alley, said corner being also the most northerly corner of Lot 23 of said Tract; thence southeasterly 168.67 feet along the northeasterly line of said Lot 23 to the most easterly corner thereof, said corner being also on the northwesterly right-of-way line of Mathews Street, 50.00 feet wide, as shown on said Tract; thence southeasterly 65.70 feet to the most northerly corner of Lot 5 of Conant's Subdivision, in said City, as per Map filed in Book 9 Page 12 of said Miscellaneous Records, said corner being also on the southeasterly right-of-way line of said Mathews Street; thence southeasterly 273.00 feet along the northeasterly right-of-way line lines of Lots 1 through 5 inclusive, of said Subdivision to the most easterly corner of said Lot 1; thence southwesterly 115.00 feet along the southeasterly line of said Lot 1 to the most southerly corner thereof, said corner being also on the northeasterly right-of-way line of Gleason Avenue, 60.00 feet wide, as shown on said Tract; thence southwesterly 30.00 feet along the southwesterly prolongation of the southeasterly line of Lot 1 to the centerline of said Gleason Avenue; thence southeasterly 153.47 feet along the centerline of said Gleason Avenue to the centerline of Fickett Street, 50.00 feet wide, as shown on said Tract; thence northeasterly 145.00 feet along said centerline of Fickett Street to the northwesterly prolongation of the northeasterly line of Lot 8 of Mrs. Gleason Subdivision, in said City, as per Map filed in Book 9 Page 8 of said Miscellaneous Records; thence southeasterly 25.00 feet along said prolongation to a point on the northeasterly line of said Lot 8 distant southeasterly 28.11 feet from the most northerly corner of said Lot 8, said point being also on the southeasterly right-of-way line of Fickett Street; thence southeasterly 390.22 feet along the northeasterly lines of Lots 8 through 1 of said Tract to the most easterly corner of said Lot 1, said corner being also on the northwesterly right-of-way line of Mott Street, 50.00 feet wide, as shown on said Tract; thence southeasterly 25.00 feet along the southeasterly prolongation of the northeasterly line of said Lot 1 to the centerline of said Mott Street; thence southwesterly 258.22 feet along said centerline to the northwesterly prolongation of the southwesterly line of Parcel B of Parcel Map, in said City, as per Map filed in Book 122 Pages 48 and 49 of Parcel Maps; thence southeasterly 25.00 feet along said prolongation to the most westerly corner of said Parcel B, said corner being also on the southeasterly right-of-way line of said Mott Street; thence southeasterly 512.97 feet along the southeasterly line of said Parcel B to the most southerly corner thereof, said southeasterly line being also the northwesterly line of Lot A of Tract No. 8733, in said City, as per Map filed in Book 112 Page 5 and 6 of said Maps; thence northeasterly 431.23 feet along the northwesterly line of said Lot A to the most northerly corner thereof, said corner being also on the southwesterly right-of-way line of First Street, of variable width, as shown on said Tract; thence southeasterly 185.00 feet along the northeasterly line of said Lot A to the most easterly corner thereof, said corner being also on the southwesterly right-of-way line of said First Street, said corner being also the most northerly corner of Lot 48 of Davin and Jullien's Subdivision of Part of Lots 6 and 7 Block 73 Hancock's Survey, in said City, as per Map filed in Book 54 Page 49 of said Miscellaneous Records; thence southwesterly 120.00 feet along the northwesterly line of said Lot 48 to the most westerly corner thereof; thence southeasterly 163.60 feet along the southwesterly lines of Lots 48 through 51 inclusive, of said Tract to the most southerly corner of said Lot 51, said corner being also on the northwesterly right-of-way line of Savannah Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 60.00 feet to the most northerly corner of Lot 55 of said Tract, said corner being also on the southeasterly right-of-way line of said Savannah Street; thence southwesterly 45.00 feet along the northwesterly line of said Lot 55 to the most westerly corner thereof, said corner being also on the southeasterly right-of-way line of said Savannah Street; thence southeasterly 260.00 feet along the southwesterly lines of Lots 55, 76 and 77 of said Tract to the most southerly corner of said Lot 77, said corner being also on the northwesterly right-of-way line of Evergreen Avenue, 60.00 feet wide, as shown on said Tract; thence southeasterly 62.18 feet to the most westerly corner of Lot 1 of Wheeler and Heils Subdivision of Lot 1 of Subdivision of the North Half of Lot 7 Block 73 Hancock's Survey, in said City, as per Map filed in Book 54 Page 1 of said Miscellaneous Records, said corner being also on the southeasterly right-of-way line of said Evergreen Avenue; thence southeasterly 200.00 feet along the southwesterly lines of Lots 1 through 4 of said Tract to the most southerly corner of said Lot 4, said corner being also on the northwesterly right-of-way line of Jullien

Street, 27.50 feet wide, as shown on said Tract; thence southeasterly 13.75 feet along the southeasterly prolongation of the southwesterly line of said Lot 4 to the centerline of said Julien Street; thence northeasterly 190.00 feet along said centerline to the centerline of First Street, 80.00 feet wide, as shown on said Tract; thence northwesterly 237.76 feet along said centerline to the centerline of Evergreen Avenue, 60.00 feet wide, as shown on Mappa Tract, in said City, as per Map filed in Book 11 Page 48 of said Miscellaneous Records; thence northeasterly 166.50 feet along the centerline of said Evergreen to the centerline of an alley, 13.00 feet wide as shown on said Tract; thence northwesterly 420.00 feet along the centerline of said alley to the centerline of Savannah Street, 60.00 feet wide, as shown on said Tract; thence northeasterly 21.00 feet along said centerline to the southeasterly prolongation of the northeasterly line of Lot 1 of Workman's Subdivision of Lots 9 and 10 Mathews and Fickett Tract, in said City, as per Map filed in Book 53 Page 99 of said Miscellaneous Records; thence northwesterly 30.00 feet along said prolongation to the most easterly corner of said Lot 1, said corner being also on the northwesterly right-of-way line of said Savannah Street; thence northwesterly 174.00 feet along the northeasterly lines of Lots 1 through 3 inclusive, of said Tract to the most northerly corner of said Lot 3, said corner being also on the southeasterly line of an alley 12.00 feet wide, as shown on said Tract; thence northwesterly 12.00 feet to the most easterly corner of Lot 4 of said Tract, said corner being also on the northwesterly line of said alley; thence northwesterly 174.00 feet along the northeasterly lines of Lots 4 through 6 inclusive, of said Tract to the most northerly corner of said Lot 6 said corner being also on the southeasterly right-of-way line of Saratoga Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 30.00 feet along the northwesterly prolongation of the northeasterly line of said Lot 6 to the centerline of said Saratoga Street; thence southwesterly 147.50 feet along said centerline to the southeasterly prolongation of the southwesterly line of Lot 1 of Workman's Subdivision of Lot 8 Mathews & Fickett Tract, in said City, as per Map filed in Book 5 Page 436 of said Miscellaneous Records; thence northwesterly 30.00 feet along said prolongation to the most southerly corner of said Lot 1, said corner being also on the northwesterly right-of-way line of said Saratoga Street and on the northeasterly right-of-way line of First Street, 83.00 feet wide, as shown on said Tract; thence northwesterly 174.00 feet along the southwesterly lines of Lots 1, 2 and 3 of said Tract, to the most westerly corner of said Lot 3, said corner being also on the southeasterly line of an alley, 12.00 feet wide, as shown on said Tract; thence northwesterly 16.28 feet to a point on a line parallel with and distant northeasterly 3.00 feet, measured at right angles, from the southwesterly line of Lot 4 of said Tract, said point being also distant 4 feet from the southeasterly line of said Lot 4, said corner being also on the northwesterly line of said alley; thence northwesterly 112.00 feet along said parallel line to a point on the southeasterly line of Lot 6 of said Tract; thence southwesterly 3.00 feet along the southeasterly line of said Lot 6 to the most southerly corner thereof, said corner being also on the northeasterly right-of-way line of said First Street; thence northeasterly 58.00 feet along the southwesterly line of said Lot 6 to the most westerly corner thereof, said corner being also on the northeasterly right-of-way line of said First Street and on the southeasterly right-of-way line of Mott Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 30.00 feet along the northwesterly prolongation of the southwesterly line of said Lot 6 to the centerline of said Mott Street; thence northeasterly 120.90 feet along said centerline to the southeasterly prolongation of the northeasterly line of Lot 8, Block B of J. W. Browning's Subdivision of Lots 4 & 5 of the Mathews & Fickett Tract, in said City as per Map filed in Book 10 Page 50 of said Miscellaneous Records; thence northwesterly 30.00 feet along said prolongation to the most easterly corner of said Lot 8, said corner being also on the northwesterly right-of-way line of said Mott Street and on the southwesterly line of an alley, 12.00 feet wide, as shown on said Tract; thence northwesterly 363.00 feet along the northeasterly lines of Lots 1 through 8 inclusive, of Block B of said Tract to the most northerly corner of said Lot 1, said corner being also on the southwesterly line of said alley and on the southeasterly right-of-way line of Fickett Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 60.00 feet to the most easterly corner of Lot 8, Block A of said Tract, said corner being also on the northwesterly right-of-way line of said Fickett Street and on the southwesterly line of an alley, 12.00 feet wide, as shown on said Tract; thence northwesterly 360.00 feet along the northeasterly lines of Lots 1 through 8 inclusive, of Block A of said Tract to the most northerly corner of said Lot 1, said corner being also on the southwesterly line of said alley and on the southeasterly right-of-way line of Mathews Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 30.00 feet along the northwesterly prolongation of the northeasterly line of said Lot 1 to the centerline of said Mathews Street; thence northeasterly 19.10 feet along the centerline of said Mathews Street to the southeasterly prolongation of the northeasterly line of Lot 9 of L. N. Breed's Subdivision of Lot 1 of the Matthew's & Fickett Tract, in said City, as per Map filed in Book 5 Page 509 of said Miscellaneous Records; thence northwesterly 30.00 feet along said prolongation to the most easterly corner of said Lot 9, said corner being also on the northwesterly right-of-way line of said Mathews Street and on the southwesterly line of an alley, 12.5 feet wide, as shown on said Tract; thence northwesterly 361.25 feet along the northeasterly lines of Lots 9 through 14 inclusive, of said Tract to the most northerly

corner of said Lot 14, said corner being also on said southwesterly line of the alley and on the southeasterly right-of-way line of Soto Street, 82.50 feet wide, as shown on said Tract; thence northwesterly 82.68 feet to the most easterly corner of Lot 1 of said Tract, said corner being also on the northwesterly right-of-way line of said Soto Street; thence northwesterly 331.00 feet along the northeasterly lines of Lots 1 through 6 inclusive, of said Tract to the most northerly corner of said Lot 6, said corner being also on the southeasterly right-of-way line of Breed Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 60.00 feet to the most easterly corner of Lot 68 of said Tract, said corner being also on the northwesterly right-of-way line of said Breed Street; thence northwesterly 161.40 feet along the northeasterly lines of Lots 66 through 68 inclusive, of said Tract to the most northerly corner of said Lot 66, said corner being also on the southeasterly line of Lot 57 of Spence's Addition to Boyle Heights, in said City, as per Map filed in Book 5 Page 503 of said Miscellaneous Records; thence northeasterly 75.70 feet along the southeasterly line of said Lot 57 to the southeasterly prolongation of the northeasterly line of Lot 59 of said Tract; thence northwesterly 227.72 feet along said prolongation and the northeasterly line of said Lot 59 to the most northerly corner thereof, said corner being also on the southeasterly right-of-way line of Chicago Street, 60.00 feet wide as shown on said Tract; thence northwesterly 30.00 feet along the northwesterly prolongation of said northeasterly line of Lot 59 to the centerline of said Chicago Street; thence southwesterly 250.00 feet along the centerline of said Chicago Street to the southeasterly prolongation of the southwesterly line of Lot 50 of said Tract; thence northwesterly 30.00 feet along said prolongation to the most southerly corner of said Lot 50, said corner being also on the northwesterly right-of-way line of said Chicago Street; thence northwesterly 361.00 feet along the southwesterly lines of Lots 50 through 52, inclusive, of said Tract to the most westerly corner of said Lot 52, said corner being also on the southeasterly right-of-way line of St. Louis Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 60.51 feet to a point on the southeasterly line of Lot 1, Block J of Boyle Heights Moore and Kelleher's Subdivision, of a Part of Lots 5 and 6 Block 60 and Stevenson's Subdivision, of a Part of Lot 6 Block 60 Hancock's Survey, in said City, as per Map filed in Book 5 Page 568 of said Miscellaneous Records, said point being distant southwesterly 8.00 feet from the most northerly corner of said Lot 1, said point being also on the northwesterly right-of-way line of said St. Louis Street and on the southwesterly line of an alley, 16.00 feet wide, as shown on said Tract; thence northwesterly 360.00 feet along a line parallel with and distant southwesterly 6.00 feet, measured at right angles, from the northeasterly line of said Lot 1 to a point on the northwesterly line of Lot 11, Block J of said Tract, said point being distant southwesterly 6.00 feet from the most northerly corner of said Lot 11, said corner being also on said southwesterly line of the alley and on the southeasterly right-of-way line of Cummings Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 30.00 feet along the northwesterly prolongation of said parallel line to the centerline of said Cummings Street; thence southwesterly 140.00 feet along said centerline to the northeasterly right-of-way line of 1st Street, 80.00 feet wide, as shown on said Tract; thence northwesterly 292.90 feet along said right-of-way line to the most southerly corner of Lot 83 of Workman and Hollenbeck Tract, in said City, as per Map filed in Book 5 Pages 426 through 427 of said Miscellaneous Records, said corner being also the southerly terminus of that certain course shown as N24°07'25"E, 118.30 feet on Right-of-Way Map F-1282 issued by the State of California, Department of Public Works, Division of Highways; thence N24°07'25"E, 118.30 feet along the westerly right-of-way line of the Golden State Freeway, as shown on said Right-of-Way Map F-1282; thence westerly 21.00 feet parallel with the northerly line of said Lot 83 to a line parallel with and distant westerly 21.00 feet, measured at right angles, from the easterly line of said Lot 83; thence northerly 2.00 feet along said parallel line to the beginning of a tangent curve concave southwesterly and having a radius of 20.00 feet; thence northerly, northwesterly and westerly 31.42 feet along said curve to a point on the northerly line of said Lot 83, said point being distant southeasterly 3.50 feet from the most northerly corner of said Lot 83, said corner being also on the southerly line of an alley, 16.00 feet wide, as shown on said Tract; thence northwesterly 453.56 feet along the northeasterly lines of Lots 83, 86, 87, 90, 91, 94, 95, 98, 99 and 102 of said Tract, to a point on the northeasterly line of said Lot 102, distant southeasterly 15.00 feet from the most northerly corner of said Lot 120, said point being also on the southeasterly right-of-way line of State Street, 75.00 feet wide (formerly 60.00 feet wide), as shown on said Tract; thence northwesterly 45.00 feet along the said northeasterly line of Lot 102 and the northwesterly prolongation thereof to the centerline of said State Street; thence northeasterly 562.30 feet along the centerline of said State Street to the centerline of Michigan Avenue, 60.00 feet wide, as shown on the Subdivision of Lot 2 of Block 60 Hancock's Survey, in said City, as per Map filed in Book 3 Page 54 and 55 of said Miscellaneous Records; thence southeasterly 450.00 feet along the centerline of said Michigan Avenue to the easterly right-of-way line of the Golden State Freeway as shown on Right-of-Way Map F-1282 prepared by the State of California, Department of Public Works, Division of Highways; thence northerly along the said general westerly right-of-way line of the Golden State Freeway the following courses: thence northeasterly 114.21 feet along said general right-of-way line of said Golden State Freeway; thence N3°51'34"E, 233.54 feet

along said general right-of-way line of said Golden State Freeway; thence N3°05'42"E, 12.70 feet along said general right-of-way line of said Golden State Freeway; thence N18°42'47"E, 18.76 feet along said general right-of-way line of said Golden State Freeway; thence N12°31'24"E, 17.31 feet to the beginning of non-tangent curve concave southwesterly and having a radius of 35.00 feet; thence northwesterly 37.39 feet along said curve through a central angle of 59°30'05", a radial to said point bears S78°57'59"E; thence N4°22'29"E, 88.16 feet along said general right-of-way line of said Golden State Freeway; thence N4°22'25"E, 62.25 feet along said general right-of-way line of said Golden State Freeway; thence N1°18'50"E, 165.95 feet to the southwesterly right-of-way line of Cesar E. Chavez Avenue, 82.50 feet wide, as shown on said Right-of-Way Map; thence southeasterly 373.60 feet along said southwesterly right-of-way line of Cesar E. Chavez Avenue to a point on the northeasterly line of Lot 2 of Clark Place, as per Map filed in Book 5, Page 149 of Maps, said point being distant 14.60 feet from the most easterly corner of said Lot 2, said point being also on the easterly line of said right-of-way line of the Golden State Freeway; thence S14°29'37"W, 144.12 feet along said easterly right-of-way line of said Golden State Freeway to the southwesterly line of said Lot 3, said line being also the northeasterly line of an alley, 16.00 feet wide as shown on said Right-of-Way Map; thence southeasterly 25.69 feet along the northeasterly line of said alley to a line parallel with and distant southeasterly 5.00 feet from the southeasterly line of Lot 3 of said Clark Place; thence northeasterly 22.00 feet to a line parallel with and distant northeasterly 22.00 feet from the southwesterly line of Lot 4 of said Clark Place; thence southwesterly 21.00 feet along said parallel line; thence southwesterly 10.00 feet parallel with and distant 21.00 feet southeasterly of the above mentioned course of 22.00 feet; thence southeasterly 18.45 feet to a line parallel with and distant 8.00 feet from the most southerly line of said Lot 4, said line being also on the northeasterly line of said alley; thence southeasterly 160.00 feet along said parallel line to the easterly line of Lot 8 of said Tract, said line being also the westerly right-of-way line of Cummings Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 60.53 feet to the most northerly corner of Lot 11, Block A of the Subdivision of Lot 2 of Block 60 Hancock's Survey, in said City, as per Map filed in Book 3 Page 54 and 55 of said Miscellaneous Records, said corner being also on the southeasterly right-of-way line of said Cummings Street; thence southeasterly 360.00 feet along the northeasterly lines of Lots 11, 9, 7, 5, 3 and 1, Block A of said Tract to the most easterly corner of said Lot 1, said corner being also on the northwesterly right-of-way line of St. Louis Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 30.00 feet along the southeasterly prolongation of the northeasterly line of said Lot 1 to the centerline of said St. Louis Street; thence southwesterly 78.00 feet along said centerline to the northwesterly prolongation of the southwesterly line of Lot 11 of Spence's Addition to Boyle Heights, in said City, as per Map filed in Book 5 Page 503 of said Miscellaneous Records, said corner being also on the southeasterly right-of-way line of said St. Louis Street; thence southeasterly 30.00 feet along said prolongation to the most westerly corner of said Lot 11, said corner being also on the southeasterly right-of-way line of said St. Louis Street; thence southeasterly 361.00 feet along the northeasterly lines of Lots 11 and 10 of said Tract to the most southerly corner of said Lot 10, said corner being also on the northwesterly right-of-way line of Chicago Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 60.00 feet to the most westerly corner of Lot 78 of said Tract, said corner being also on the southeasterly right-of-way line of said Chicago Street; thence southeasterly 180.00 feet along the southwesterly line of said Lot 78 to the most southerly corner thereof, said corner being also the northwesterly line of Lot 71 of said Tract; thence southwesterly 76.00 feet along the northwesterly line of said Lot 71 to the northwesterly prolongation of the southwesterly line of Lot 51 of L. N. Breed's Subdivision of the Easterly Portion of Lot 1 Block 60 Hancock's Survey; thence southeasterly 45.39 feet along said prolongation to the most westerly corner of said Lot 51; thence northeasterly 50.00 feet along the northwesterly line of said Lot 51 to the most northerly corner thereof; thence southeasterly 161.00 feet along the northeasterly line of said Lot 51 to the most easterly corner thereof, said corner being also on the northwesterly right-of-way line of Breed Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 30.00 feet along the southeasterly prolongation of said northeasterly line of Lot 51 to the centerline of said Breed Street; thence southwesterly 430.00 feet along said centerline to the centerline of Michigan Avenue, 60.00 feet wide, as shown on said Tract; thence southeasterly 402.82 feet along the centerline of said Michigan Avenue to the centerline of Soto Street, 82.50 feet wide, as shown on said Tract; thence northeasterly 83.65 feet along the centerline of said Soto Avenue to the centerline of Michigan Avenue, 60.00 feet wide, as shown on the Resubdivision of the Miles Tract, in said City, as per Map filed in Book 55 Page 25, of said Miscellaneous Records; thence southeasterly 432.97 feet along the centerline of said Michigan Avenue to the centerline of Mathews Street, 60.00 feet wide, as shown on said Tract; thence northeasterly 398.25 feet along the centerline of said Mathews Street to the northwesterly prolongation of the southwesterly line of Lot 16 of Dennis & Cook's Subdivision of Lot 3 of the Matthew's and Fickett Tract, in said City, as per Map filed in Book 36 Page 85 of said Miscellaneous Records; thence southeasterly 30.00 feet along said prolongation to the most westerly corner of said Lot 16, said corner being also on the southeasterly right-of-way line of said

Mathews Street; thence southeasterly 170.44 feet along the southwesterly line of said Lot 16 to the most southerly corner thereof, said corner being also on the northwesterly line of an alley, 20.00 feet wide, as shown on said Tract; thence southeasterly 20.00 feet to the most westerly corner of Lot 15 of said Tract, said corner being also on the southeasterly line of said alley, thence southeasterly 170.00 feet along the southwesterly line of said Lot 15 to the most southerly corner thereof, said corner being also on the northwesterly right-of-way line of Fickett Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 60.00 feet to the most westerly corner of Lot 7 of H. J. Woollacott's Subdivision of Lot 6 of the Mathews and Fickett Tract, in said City, as per Map filed in Book 10 Page 23 of said Miscellaneous Records, said corner being also on the southeasterly right-of-way line of said Fickett Street; thence southeasterly 170.00 feet along the southwesterly line of said Lot 7 to the most southerly corner thereof, said corner being also on the northwesterly line of an alley, 20.50 feet wide, as shown on said Tract; thence southeasterly 20.50 feet to the most westerly corner of Lot 8 of said Tract, said corner being also on the southeasterly line of said alley; thence southeasterly 170.00 feet along the southwesterly line of said Lot 8 to the most southerly corner thereof, said corner being also on the northwesterly right-of-way line of Mott Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 30.00 feet along the southeasterly prolongation of the southwesterly line of said Lot 8 to the centerline of said Mott Street; thence northeasterly 77.11 feet along said centerline of Mott Street to the northwesterly prolongation of the southwesterly line of Lot 1 of Rosetta Tract, in said City, as per Map filed in Book 12 Page 68 of said Miscellaneous Records; thence southeasterly 30.00 feet along said prolongation to the most westerly corner of said Lot 1, said corner being also on the southeasterly right-of-way line of said Mott Street and on the northeasterly line of an alley, 13.00 feet wide, as shown on said Tract; thence southeasterly 358.95 feet along the southwesterly lines of Lots 1 through 8 of said Tract to the most southerly corner of said Lot 8, said corner being also on said northeasterly line of alley and on the northeasterly right-of-way line of Saratoga Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 64.59 feet to the most westerly corner of Lot 12, Block 10 of Workman's Subdivision of Lots 9 and 10 Mathews and Fickett Tract, in said City, as per Map filed in Book 53 Page 99 of said Miscellaneous Records, said corner being also on the southeasterly right-of-way line of said Saratoga Street; thence southeasterly 174.00 feet along the southwesterly lines of Lots 12 through 14 inclusive, of Block 10 of said Tract to the most southerly corner of said Lot 14, said corner being also on the northwesterly line of an alley, 12.00 feet wide, as shown on said Tract; thence southeasterly 12.00 feet to the most westerly corner of Lot 15, Block 10 of said Tract, said corner being also on the southeasterly line of said alley; thence southeasterly 174.00 feet along the southwesterly lines of Lots 15 through 17 to the most southerly corner of said Lot 17, said corner being also on the northwesterly right-of-way line of Savannah Street, 60.00 feet wide, as shown on said Tract; thence easterly 66.40 feet to the most westerly corner of Lot 1 of Clifton Tract, in said City, as per Map filed in Book 22 Page 68 of said Miscellaneous Records, said corner being also on the southeasterly right-of-way line of said Savannah Street and on the northeasterly line of an alley, 14.00 feet wide, as shown on said Tract; thence southeasterly 358.00 feet along the southwesterly lines of Lots 1 through 8 inclusive, of said Tract to a point distant 2.00 feet northwesterly from the most southerly of said Lot 8, said point being also on the northwesterly right-of-way line of Evergreen Avenue, 62.00 feet wide (formerly 60.00 feet wide), as shown on said Tract; thence southeasterly 32.00 feet along the southeasterly prolongation of the southwesterly line of said Lot 8 to the centerline of said Evergreen Avenue; thence northeasterly 348.99 feet along said centerline of Evergreen Avenue to the southeasterly prolongation of the southwesterly line of Lot 15, Block A of Forest Heights Tract, in said City, as per Map filed in Book 6 Page 130 of said Maps; thence northwesterly 35.00 feet to the most southerly corner of said Lot 15, Block A said corner being also on the northwesterly right-of-way line of said Evergreen Avenue; thence northwesterly 645.45 feet along the southwesterly lines of Lots 15 through 28 inclusive, of Block A of said Tract to the westerly corner of said Lot 28, said corner being also on the southeasterly right-of-way line of Forest Avenue, 80.00 feet wide, as shown on said Tract; thence northwesterly 80.00 feet to the most southerly corner of Lot 11, Block P of said Tract, said corner being also on the northwesterly right-of-way line of said Forest Avenue; thence northwesterly 459.74 feet along the southwesterly lines of Lots 11 through 20 inclusive, of Block P of said Tract the most westerly corner of said Lot 20, said corner being also on the southeasterly right-of-way line of Mott Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 59.63 feet to the most southerly corner of Lot 9, Block 14 of Brooklyn Heights Ganahl Tract, in said City, as per Map filed in Book 22 Page 17 of said Miscellaneous Records, said corner being also on the northwesterly right-of-way line of said Mott Street; thence northwesterly 140.00 feet along the southwesterly line of said Lot 9, Block 14 to the most westerly corner thereof, said corner being also on the southeasterly line of an alley, 15.00 feet wide, as shown on said Tract; thence westerly 18.12 feet to the most easterly corner of Lot 13, Block 14 of said Tract, said corner being also on the northwesterly line of said alley and on the southwesterly line of an alley, 20.00 feet wide, as shown on said Tract; thence northwesterly 390.50 feet along the northeasterly lines of Lots 13 through

20 inclusive, of Block 14 of said Tract to the most northerly corner of said Lot 20, said corner being also on the southwesterly line of said alley and on the southeasterly right-of-way line of Fickett Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 60.00 feet to the most easterly corner of Lot 24, Block 13 said corner being also on the northwesterly right-of-way line of said Fickett Street and on the southwesterly line of an alley, 20.00 feet wide; thence northwesterly 450.00 feet along the northeasterly lines of Lots 16 through 24, Block 13 of said Tract to the most northerly corner of said Lot 16, said corner being also on the southwesterly line of said alley, and on the southeasterly line of an alley, 15.00 feet wide, as shown on said Tract; thence northwesterly 7.50 feet along the northwesterly prolongation of the northeasterly line of said Lot 16 to the centerline of said alley; thence northeasterly 190.00 feet along said centerline of the alley to the centerline of Cincinnati Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 188.75 feet along said centerline of the Cincinnati Street to the centerline of Soto Street, of variable width, as shown on said Tract; thence westerly 44.90 feet to the most southerly corner of Lot 16, Block C, of Soto Street Tract, in said City, as per Map filed in Book 31, Page 35 of miscellaneous records, said corner being also on the northwesterly right-of-way line of said Soto Street; thence northwesterly 140.00 feet along the southwesterly line of said Lot 16, Block C to the most westerly corner thereof, said corner being also on the southeasterly line of an alley, 14.00 feet wide, as shown on said Tract; thence northwesterly 14.00 feet to the most southerly corner of Lot 7, Block C, said corner being also on the northwesterly line of said alley; thence northwesterly 125.00 feet along the southwesterly line of said Lot 7, Block C to the most westerly corner thereof, said corner being also on the southeasterly right-of-way line of Breed Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 30.00 feet along the northwesterly prolongation of the southwesterly line of said Lot 7, Block C to the centerline of said Breed Street; thence southwesterly 50.00 feet along said centerline of the Breed Street to the southeasterly prolongation of the southwesterly line of Lot 6, Block D of said Tract; thence northwesterly 30.00 feet along said prolongation to the most southerly corner of said Lot 6, Block D, said corner being also on the northwesterly right-of-way line of said Breed Street; thence northwesterly 251.41 feet along the southwesterly lines of Lots 6 and 17, Block D to the most westerly corner of said Lot 17, said corner being also on the southeasterly right-of-way line of Cornwell Street, 60.00 feet wide, as shown on said Tract; thence westerly 60.90 feet to the most easterly corner of Lot 7, Block A, of the Bird Tract, in said City, as per Map filed in Book 14, Page 74 of said Miscellaneous Records, said corner being also on the northwesterly right-of-way line of said Cornwell Street; thence northwesterly 255.70 feet along the northeasterly line of said Lots 7 and 30, Block A of said Tract to the most northerly corner of said Lot 30, said corner being also on the southeasterly right-of-way line of Chicago Street, 50.00 feet wide as shown on said Tract; thence northwesterly 50.00 feet to the most easterly corner of Lot 7, Block B, said corner being also on the northwesterly right-of-way line of said Chicago Street; thence northwesterly 245.10 feet along the northeasterly lines of Lots 7 and 30, Block B to the most northerly corner of said Lot 30, said corner being also on the southeasterly right-of-way line of St. Louis Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 30.00 feet along the northwesterly prolongation of the northeasterly line of said Lot 30, Block B to the centerline of said St. Louis Street; thence southwesterly 110.00 feet along said centerline of St. Louis Street to the southeasterly prolongation of the southwesterly line of Lot 6 of Reesmont Tract, in said City, as per Map filed in Book 8 Page 29 of said Maps; thence northwesterly 30.00 feet along said prolongation to the most southerly corner of said Lot 6, said corner being also on the northwesterly right-of-way line of said St. Louis Street; thence northwesterly 247.00 feet along the southwesterly lines of Lots 6 and 53 of said Tract to the most westerly corner of said Lot 53, said corner being also on the southeasterly right-of-way line of Cummings Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 71.76 feet to the most southerly corner of Lot 60 of said Tract, said corner being also on the northwesterly right-of-way line of said Cummings Street; thence northwesterly 127.78 feet along the southwesterly line of Lot 60 of said Tract to the most westerly corner of said Lot 60, said corner being also the most easterly corner of Lot 105 of said Tract; thence southwesterly 44.00 feet along the southeasterly line of said Lot 105 to the most southerly corner thereof; thence northwesterly 127.77 feet along the southwesterly line of said Lot 105 to the most westerly corner thereof, said corner being also on the southeasterly right-of-way line of Britannia Street, 60.00 feet wide, as shown on said Tract; thence westerly 63.64 feet to the most southerly corner of the northeasterly 40.00 feet of Lot 3, of Squire's Subdivision a Part of Lot 5 Block 61 Hancock Survey, in said City, as per Map filed in Book 29 Page 72, of said Miscellaneous Records, said corner being also on the northwesterly right-of-way line of said Britannia Street; thence northwesterly 126.36 feet along the southwesterly line of the northeasterly 40.00 feet of said Lot 3 to the most westerly corner thereof, said corner being also on the southeasterly line of Lot 4 A.W. Brodes Tract, in said City, as per Map filed in Book 7, Page 35 of Maps; thence northwesterly 45.43 feet along the northwesterly prolongation of said parallel line to the easterly right-of-way line of the Golden State Freeway as shown on Right-of-Way Map F-1283-1 prepared by the State of California, Department of Transportation; thence S2°17'14"W, 121.33 feet along the

easterly right-of-way line of said Golden State Freeway to the northeasterly right-of-way line of Cesar E. Chavez Avenue, 82.50 feet wide (formerly Brooklyn Avenue) as shown on said Right-of-Way Map; thence northwesterly 280.06 feet along the northeasterly right-of-way line of said Cesar E. Chavez Avenue to the southerly terminus of that certain course shown as N9°51'18"E 144.99 feet on said Right-of-Way Map; thence N9°51'18"E, 144.99 feet along the westerly right-of-way line of said Golden State Freeway to a point on the northeasterly line of Lot 5 of Mitchell Block A Part of Lot 5 Block 61 Hancock Survey, in said City, as per Map filed in Book 66, Page 79 of Miscellaneous Records; thence northwesterly 109.24 feet along the northeasterly lines of Lots 1 through 5 inclusive, of said Mitchell Block A Part of Lot 5 Block 61 Hancock Survey to a line parallel with and distant southeasterly 40.00 feet from the centerline of State Street, 80.00 feet wide as shown on said Right-of-Way Map, said parallel line being also the southeasterly right-of-way line of said State Street; thence northwesterly 81.36 feet to the most southerly corner of Lot 8 of the Brooklyn Tract, in said City, as per Map filed in Book 3 Pages 316 and 317 of said Miscellaneous Records, said corner being also on the northwesterly right-of-way line of said State Street; thence northwesterly 300.00 feet along the southwesterly lines of Lots 8 through 13 inclusive, of said Tract to the most westerly corner of said Lot 13, said corner being also on the southeasterly line of Lot 1 of Condominium Tract No. 50483, in said City, as per Map filed in Book 1183 Pages 18 and 19 of said Maps; thence northeasterly 151.00 feet along the southeasterly line of said Lot 1 to the most easterly corner thereof, said corner being also on the southwesterly right-of-way line of Bridge Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 296.23 feet along the northeasterly line of said Lot 1 to the most northerly thereof, said corner being also on said southwesterly right-of-way line of Bridge Street; thence southwesterly 151.77 feet along the northwesterly line of said Lot 1 to an angle point thereon; thence northwesterly 195.24 feet along the northeasterly line of said Lot 1 to the northwesterly corner of said Lot 1, said corner being also on the southeasterly right-of-way line of Boyle Avenue, 60.00 feet wide, as shown on said Tract; thence northwesterly 60.00 feet to a point on the southwesterly line of Lot 26, Block 8 of said Brooklyn Tract, said point being distant northwesterly 5.00 feet from the most southerly corner of said Lot 26, said corner being also on the northwesterly right-of-way line of said Boyle Street; thence northwesterly 345.00 feet along the southwesterly lines of Lots 26 through 32 inclusive, of Block 8 of said Tract to the most westerly corner of said Lot 32, said corner being also on the southeasterly right-of-way line of Echandia Street, 82.50 feet wide, as shown on said Tract; thence northwesterly 82.50 feet to the most easterly corner of Lot 14 of said Tract, said corner being also on the northwesterly right-of-way line of said Echandia Street; thence northwesterly 400.00 feet along the northeasterly lines of Lots 7 through 14 of said Tract to the most northerly corner of Lot 7 said corner being also the most easterly corner of Lot 6 of said Tract; thence southwesterly 151.00 along the southeasterly line of said Lot 6 to the most southerly corner of said Lot, said corner being also on the northeasterly right-of-way line of said Cesar E. Chavez Avenue; thence northwesterly 50.00 feet along the southwesterly line of said Lot 6 to the most westerly corner thereof, said corner being also on the northeasterly right-of-way line of said Cesar E. Chavez Avenue; thence northeasterly 1.75 feet along the northwesterly line of said Lot 6 to a line parallel with and distant 1.75 feet, measured at right angles, from the southwesterly line of said corner, said parallel line being also the northeasterly right-of-way line of Cesar E. Chavez (formerly Macy Street), of variable width, as shown on said Tract; thence northwesterly 264.50 feet along said parallel line to the southeasterly terminus of a curve concave easterly, having a radius of 20.00 feet, and being tangent at its northeasterly terminus with the curved northwesterly line of Lot 1, of said Brooklyn Tract, said northwesterly line also being the southeasterly line of Bridge Street, 60 feet wide; thence northwesterly 83.62 feet to the intersection of a line parallel with and distant northeasterly 3.00 feet from the southwesterly line of Lot B of Tract No. 2797, in said City, as per Map filed in Book 27, Page 99 of said Maps, and the southeasterly line of said Lot B, said intersection being also on the northwesterly line of Bridge Street, 60.00 feet wide, as shown on said Tract; thence northwesterly 62.20 feet along said parallel line to the southeasterly line of Lot C of said Tract; thence southwesterly 3.19 feet along the southwesterly line of said Lot C to the southeasterly corner thereof, said corner being also on the northeasterly right-of-way line of said Cesar E. Chavez Avenue, 80.00 feet wide, as shown on said Tract; thence northwesterly 88.80 feet along the southeasterly lines of Lots C and D of said Tract to the beginning of a curve having a radius of 25.00 feet, and said curve being on the southeasterly right-of-way line of Progress Place, 40.00 feet wide, as shown on said Tract; thence northwesterly 81.04 feet to the southwesterly terminus of that certain course shown as 7.47 feet on Right-of-Way Map F-1849-3 prepared by the State of California, Department of Transportation, said terminus being also the beginning of a non-tangent curve concave northerly and having a radius of 914.93 feet, a radial bearing to said beginning bears S11°54'01"W as calculated from said Right-of-Way Map, said terminus also being on the southerly line of Lot 2, Block Q, of Map of Portion of Block Q, Mount Pleasant Tract, in said City, as per map filed in Book 5, Page 182, of said maps, and said terminus being also on the northerly right-of-way line of said Cesar E. Chavez Avenue; thence northwesterly 236.45 feet along said curve, and along said southerly line of Lot 2, through

a central angle of 14°48'27" to a point of tangency on said northerly right-of-way line of Cesar E. Chavez; thence northwesterly 191.10 feet to the southwesterly terminus of that certain course shown as N64°08'21"E, 9.91 feet on said Right-of-Way Map; thence northeasterly along the northwesterly right-of-way line of the San Bernardino Freeway the following courses: thence N64°08'21"E, 9.91 feet to the beginning of a non-tangent curve concave northwesterly and having a radius of 948.00 feet; a radial bearing to said point bears S40°47'27"E; thence northeasterly 137.80 feet along said curve through a central angle of 8°19'43"; thence N40°52'50"E, 408.14 feet to the beginning of a tangent curve concave southeasterly and having a radius of 1127.00 feet; thence northeasterly 802.06 feet through a central angle of 40°46'33" to a point of tangency as shown on Freeway Right-of-Way Map F-1283-4 prepared by the State of California Department of Transportation; thence N81°39'23"E, 444.55 feet to the beginning of a tangent curve concave northwesterly and having a radius of 973.00 feet; thence northeasterly 254.33 feet along said curve through a central angle of 14°58'34"; thence N66°40'49"E, 648.38 feet to the beginning of a curve concave southerly and having a radius of 850.00 feet; thence northeasterly 111.64 along said northerly right-of-way line to the westerly right-of-way line of the Golden State Freeway as shown on said map; thence northerly 127.26 feet along said westerly right-of-way line to the beginning of a curve concave westerly and having a radius of 1170.00 feet; thence northerly 158.10 feet along said curved westerly right-of-way line; thence northeasterly 2.40 feet to an angle point therein; thence northerly 56.48 feet to an angle point therein; thence 67.81 feet to an angle point therein; thence northwesterly 84.00 feet to the southerly terminus of that certain course shown on said Right-of-Way Map as N6°46'35"E, 125.17 feet; thence N6°46'35"E, 125.17 feet along said right-of-way; thence N0°06'01"E, 119.00 feet along said right-of-way; thence N89°07'46"E, 12.00 feet along said right-of-way; thence N0°52'14"W, 216.10 feet to the southerly terminus of that certain course shown as N9°57'40"W, 149.34 feet, said course being also the easterly right-of-way line of said Golden State Freeway; thence N9°57'40"W, 149.34 feet along said easterly right-of-way line of said Golden State Freeway; thence N44°23'05"W, 22.61 feet along easterly right-of-way line of said Golden State Freeway to the southeasterly right-of-way line of Mission Road, 100.00 feet wide, as shown on said Right-of-Way Map; thence northeasterly 361.21 feet along said right-of-way of said Mission Road to the northerly terminus of that certain course shown as N30°19'12"W, 96.21 feet on said Right-of-Way Map, said course being also the easterly right-of-way line of said Golden State Freeway; thence along said easterly right-of-way line of said Golden State Freeway the following courses; thence S30°19'12"E, 96.21 feet along said easterly right-of-way; thence S24°02'28"E, 336.27 feet along said easterly right-of-way; thence S41°15'46"E, 61.62 feet along said easterly right-of-way; thence S52°27'02"E, 72.85 feet along said easterly right-of-way; thence S82°22'34"E, 75.07 feet along said easterly right-of-way; thence N55°55'37"E, 83.69 feet to the curved southwesterly right-of-way of Marengo Street, 90.00 feet wide as shown on said Right-of-Way Map, said curved southwesterly right-of-way being concave northeasterly and having a radius of 545.00 feet; thence southeasterly 142.82 feet along said curved southwesterly right-of-way through a central angle of 15°09'13" to the northeasterly corner of Lot 18 of Tract No. 5272, in said City, as per Map filed in Book 17, Pages 74 and 75 of said Maps, said corner being also on the southwesterly right-of-way line of said Marengo Street and on the northwesterly right-of-way line of Lord Street 50.00 feet wide, as shown on said Tract; thence southeasterly 25.00 feet along said southwesterly right-of-way line of Marengo Street to the centerline of said Lord Street; thence southwesterly 205.00 feet, along said centerline to the northwesterly prolongation of the southwesterly line of Lot 26 of Tract No. 296, in said City, as per Map filed in Book 17 Pages 74 and 75 in said Maps; thence southeasterly 25.00 feet along said prolongation to the most westerly corner of said Lot 26, said corner being also on the southeasterly right-of-way line of said Lord Street; thence southeasterly 230.00 feet along the southwesterly lines of Lots 26 and 27 of said Tract to the most southerly corner of said Lot 27, said corner being also on the northwesterly right-of-way line of Mark Street, 50.00 feet wide, as shown on said Tract; thence southeasterly 50.00 feet to the most westerly corner of Lot 52 of said Tract, said corner being also on the southeasterly right-of-way line of said Mark Street; thence southeasterly 230.00 feet along the southwesterly lines of Lots 52 and 53 of said Tract, to the most southerly corner of said Lot 53, said corner being also on the northwesterly right-of-way line of Clement Street, 50.00 feet wide, as shown on said Tract; thence southeasterly 50.00 feet to the most westerly corner of Lot 68 of said Tract, said corner being also on the southeasterly right-of-way line of said Clement Street; thence southeasterly 230.22 feet along the southwesterly line of Lots 68 and 69 of said Tract to the most southerly corner of said Lot 69, said corner being also on the northwesterly right-of-way line of State Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 30.00 feet along the southeasterly prolongation of the southwesterly line of said Lot 69 to the centerline of said State Street; thence southwesterly 41.00 feet along the centerline of said State Street to the northwesterly prolongation of the southwesterly line of Lot 6 of Tuthill's and Mrs. Gleason's Subdivision of Lot 4 of the Orange Slope Tract, in said City, as per Map filed in Book 12 Page 20 of said Miscellaneous Records; thence southeasterly 30.00 feet along said prolongation to the most westerly

corner of said Lot 6, said corner being also on the southeasterly right-of-way line of said State Street; thence southeasterly 249.00 feet along the southwesterly lines of Lots 6 and 27 to the most southerly corner of Lot 27 of said Tract, said corner being also on the northwesterly right-of-way line of Kingston Street, 80.00 feet wide, as shown on said Tract; thence southeasterly 30.00 feet along the southeasterly prolongation of the southwesterly line of Lot 27 to the centerline of said Kingston Street; thence southwesterly 331.50 feet along said centerline of Kingston Street to the northwesterly prolongation of the southwesterly line of Lot 46 of said Tract; thence southeasterly 30.00 feet along said prolongation to the most westerly corner of said Lot 46, said corner being also on the southeasterly right-of-way line of said Kingston Street; thence southeasterly 249.00 feet along the southwesterly lines of Lots 46 and 51 of said Tract to the most southerly corner thereof, said corner being also on the northwesterly right-of-way line of Britannia Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 30.00 feet along the southeasterly prolongation of the southwesterly line of said Lot 51 to the centerline of said Britannia Street; thence northeasterly 362.50 feet along said centerline of Britannia Street to the northwesterly prolongation of the southwesterly line of Lot 8 of Florence Terrace, in said City, as per Map filed in Book 30 Page 19 of said Miscellaneous Records; thence southeasterly 30.00 feet along said prolongation to the most westerly corner of said Lot 8, said corner being also on the southeasterly right-of-way line of said Britannia Street; thence southeasterly 343.00 feet along the southwesterly lines of Lots 8 and 18 of said Florence Terrace to the most southerly corner of said Lot 18, said corner being also on the northwesterly right-of-way line of Cummings Street, 50.00 feet wide, as shown on said Map; thence southeasterly 25.00 feet along the southeasterly prolongation of the southwesterly line of said Lot 18 to the centerline of said Cummings Street; thence southwesterly 350.00 feet along said centerline of Cummings Street to the northwesterly prolongation of the northeasterly line of Lot 16 of said Florence Terrace; thence southeasterly 25.00 feet along said prolongation to the most northerly corner of said Lot 16, said corner being also on the southerly right-of-way line of said Cummings Street; thence southwesterly 50.00 feet along the northwesterly line of said Lot 16 to the most westerly corner thereof; thence southeasterly 171.50 feet along the southwesterly line of said Lot 16 to the most southerly corner thereof, said corner being also the most westerly corner of said Lot 1 of Tract No. 23625, as per Map filed in Book 841, Page 15 through 17 inclusive, of said Maps; thence easterly 100.08 feet along the southerly line of said Lot 1 to the beginning of a non-tangent curve concave northerly and having a radius of 1051.00 feet, a radial to said point bears S17°24'49"W., as shown on said Tract; thence easterly 624.78 feet along the southerly line of said Lot 1 through a central angle of 34°03'36"; thence northeasterly 43.51 feet along the southerly line of said Lot 1 to the beginning of a tangent curve concave northwesterly and having a radius of 416.00 feet; thence northeasterly 332.70 feet along said southerly line through a central angle of 45°49'23" to the westerly prolongation to the northeasterly line of Tract No. 10802, in said City, as per Map filed in Book 185 Page 30 of said Maps, said line being also on the southerly right-of-way line of Marengo Street, of variable width, as shown on said Tract; thence southeasterly 445.88 feet along said prolongation and said northeasterly line to the most northerly corner of said Tract, said corner being also the southerly right-of-way line of Marengo Street and on the northwesterly right-of-way line of Soto Street, 82.50 feet wide, as shown on said Tract; thence southwesterly 318.39 feet along the southeasterly line of said tract and the southeasterly line of Lots 17, 18, 19 and 20, Block 9, of Florence Terrace, in said city, as per map filed in Book 30, Page 19, of Miscellaneous Records, to the northeasterly terminus of that certain course shown as 12.65 feet of Right-of-Way Map F-1850-3 prepared by the State of California Department of Transportation, said course being also the southeasterly right-of-way line of the San Bernardino Freeway, as shown on said Right-of-Way Map; thence southwesterly 12.65 feet along said southeasterly right-of-way line of the San Bernardino Freeway to the northwesterly line of the southeasterly 8.75 feet of said Lot 20, said northwesterly line also being the northeasterly line of Soto Street, 100.00 feet wide; thence southwesterly 237.48 feet along the northwesterly line of the southeasterly 8.75 feet of Lots 20 through 24, of said Block 9, to the most westerly corner of the southeasterly 8.75 feet of said Lot 24; thence southeasterly 8.75 feet to the most southerly corner of said Lot 24; thence southwesterly 275.90 feet along the southeasterly line of Lots 25 and 26, of said Block 9, the southeasterly line of Lots 4 through 6, of Denair Tract, in said city, as per map recorded in Book 6, Page 77, of said maps, to the most easterly corner of Lot 3, of said Denair Tract, said corner being the intersection of the southwesterly line of Barlow Street, 60 feet wide, and the northwesterly line of Soto Street, 82.50 feet wide; thence southwesterly 166.03 feet along the southeasterly line of Lots 1 through 3, of said tract, and the southeasterly line of Lot 1, of W.V. Kellen Tract, in said city, as per map filed in Book 14, Page 10, of miscellaneous records, to the northwesterly prolongation of the centerline of Fairmont Street, 60.00 feet wide, as shown on said Brooklyn Heights Ganahl Tract, in said City, as per Map filed in Book 22 Page 17, of said Miscellaneous Records; thence southeasterly 230.00 feet along said prolongation and said centerline to the centerline of an alley, 15.00 feet wide, as shown on said Tract; thence northeasterly 348.81 feet along said centerline of said alley to the southeasterly prolongation of the

northeasterly line of Lot 10, Block 1 of said Tract, said prolongation being also the southwesterly right-of-way line of Wabash Avenue, 82.50 feet wide, as shown on said Tract; thence northwesterly 7.50 feet along said prolongation to the most easterly corner of said Lot 10, said corner being the intersection of the northwesterly right-of-way line of said alley and the southwesterly right-of-way line of said Wabash Avenue; thence northwesterly 40.00 feet along the northeasterly line of said Lot 10 to the southwesterly prolongation of the southeasterly line of Lot 19, Block 25, of De Soto Heights, in said city, as per map filed in Book 31, Pages 71 and 72, inclusive, of said maps; thence northeasterly 82.50 feet along said southwesterly prolongation to the most southerly corner of said Lot 19, said corner being the northeasterly right-of-way line of said Wabash Avenue; thence northeasterly 213.25 feet along the northwesterly lines of Lots 20 and 15, Block 25 of said Tract to the most northerly corner of said Lot 15, said corner being also on said southwesterly right-of-way line of Pomeroy Avenue, 60.00 feet wide, as shown on said Tract; thence northeasterly 30.00 feet along the northeasterly prolongation of the northwesterly line of said Lot 15 to the centerline of said Pomeroy Avenue; thence northwesterly 95.00 feet along said centerline to the southwesterly prolongation of the southeasterly line of the northwesterly 8.75 feet of Lots 16 and 17 of Tremont Terrace, in said City, as per Map filed in Book 16, Page 116, of said Maps; thence northerly 50.15 feet along said southwesterly prolongation to the northeasterly terminus of a curve concave easterly and having a radius of 20.00 feet, and being tangent at its southeasterly terminus with the northeasterly line of said Pomeroy Street, 60.00 feet wide as shown on Right-of-Way Map F-1850-6 prepared by the State of California Transportation Department; thence northeasterly 124.26 feet along said southeasterly line and the southeasterly line of Lot 14 and 15, of De Soto Heights Tract, in said city, as per map filed in Book 9, Page 179, of said maps to the southerly right-of-way line of the San Bernardino Freeway, as shown on said Right-of-Way Map; thence northwesterly 8.75 feet at right angles to said southeasterly line to a point on the northwesterly line of Lot 14, of said De Soto Heights Tract, said point also being the southeasterly right-of-way line of Soto Street, 82.50 feet wide; thence northeasterly 155.62 feet along the northwesterly lines of Lots 11 through 14, of said tract, to the most westerly corner of said Lot 11, said corner also being the intersection of the southeasterly right-of-way line of said Soto Street and the southwesterly right-of-way line of Marengo Street (formerly Magnolia Avenue), 60 feet wide, as shown on said tract; thence northeasterly 61.26 feet in a direct line to the most southerly corner of the northwesterly 12.50 feet of Lot 11, Block 18, of De Soto Heights, in said City, as per Map filed in Book 31, Pages 71 and 72 of Miscellaneous Records, said corner also being the intersection of the northeasterly right-of-way line of said Marengo Street and the southeasterly right-of-way line of Soto Street, 95.00 feet wide; thence northeasterly 294.51 feet along the southeasterly line of the northwesterly 12.50 feet of Lots 8 through 11, Block 18, of said De Soto Heights and its northeasterly prolongation to the curved northerly right-of-way line of the San Bernardino Freeway, as shown on said right-of-way map, said curve being concave southerly and having a radius of 2054.00 feet; thence southwesterly 14.26 feet along said curved northerly right-of-way line; thence southwesterly 4.25 feet along said northerly right-of-way line to the northwesterly line of Lot 14, Block 11, of said De Soto Heights, said line also being the southeasterly right-of-way line of Soto Street, 82.50 feet wide; thence northeasterly 177.69 feet along said northwesterly line and its northeasterly prolongation to the southwesterly corner of Lot 14, Block 10, of said De Soto Heights, said corner being on a curve concave southerly and having a radius of 1453.00 feet; thence easterly 9.35 feet along the curved southerly line of said Lot 14 to the southeasterly line of the northwesterly 6.75 feet of said Lot 14, said line being the southeasterly right-of-way line of Soto Street, 98.00 feet wide; thence northeasterly 153.97 feet along the southeasterly line of the northwesterly 6.75 feet of Lots 14 and 13, Block 10, of said De Soto Heights, to the most easterly corner of the northwesterly 6.75 feet of said Lot 13; thence southeasterly 2.00 feet to the most southerly corner of the northwesterly 8.75 feet of Lot 12, Block 10, of said De Soto Heights, said line also being the southeasterly right-of-way line of Soto Street, 100 feet wide; thence northeasterly 141.01 feet along the southeasterly line of the northwesterly 8.75 feet of Lots 10 through 12, Block 10, of said De Soto Heights, to a point distant southwesterly 8.99 feet from the most easterly corner of the northwesterly 8.75 feet of said Lot 10; thence northerly 12.52 feet to the most easterly corner of Lot 9, Block 10, of said De Soto Heights, said corner being on the southeasterly right-of-way line of Soto Street, 91.25 feet wide; thence northeasterly 100.00 feet along the northwesterly lines of Lots 9 and 8, Block 10 of said De Soto Heights to the most northerly corner of said Lot 8, Block 10 of said De Soto Heights, said corner being also on the southeasterly right-of-way line of said Soto Street and on the southwesterly right-of-way line of Chelsea Street, 60.00 feet wide, as shown on said Tract; thence northeasterly 60.00 feet to the most westerly corner of Lot 7, Block 9 of said Tract, said corner being also on the northeasterly right-of-way line of said Chelsea Street and on said southeasterly right-of-way line of Soto Street; thence northeasterly 200.00 feet along the northwesterly lines of Lots 7 and 6, Block 9 of said Tract to the most northerly corner of said Lot 6, said corner being also on the southwesterly right-of-way line of Verde Street, 50.00 feet wide, as shown on said Tract and on said southeasterly right-of-way line of Soto Street; thence northeasterly 50.00 feet thence to the most westerly corner of Lot 14,

Block 5 of said Tract, said corner being also on the northeasterly right-of-way line of said Verde Street and on said southeasterly right-of-way line of Soto Street; thence northeasterly 300.00 feet along the northwesterly lines of Lots 14 and 13, Block 5 of said Tract to the most northerly corner of said Lot 13, said corner being also on the southwesterly right-of-way line of Zonal Avenue, 60.00 feet wide, as shown on said Tract and on said southeasterly right-of-way line of Soto Street; thence northeasterly 60.00 feet to the most westerly corner of Lot 7, Block 4 of said Tract, said corner being also on the northeasterly right-of-way line of said Zonal Avenue and on said southeasterly right-of-way line of Soto Street; thence northeasterly 300.00 feet along the northwesterly lines of Lots 7 and 6, Block 4 of said Tract to the most northerly corner of said Lot 6, said corner being also on the southwesterly right-of-way line of Lancaster Avenue, 82.50 feet wide, as shown on said Tract and on said southeasterly right-of-way line of Soto Street; thence northeasterly 82.50 feet to the most westerly corner of Lot 8, Block 17 of Boston Heights, in said City, as per Map filed in Book 19 Page 38 of said Miscellaneous Records, said corner being also on the northeasterly right-of-way line of said Lancaster Avenue and on said southeasterly right-of-way line of Soto Street, 82.50 feet wide, as shown on said Tract; thence northeasterly 163.30 feet along the northeasterly line of said Lot 8 to the most northerly corner thereof, said corner being also on said southeasterly right-of-way line of Soto Street and on the southwesterly line of an alley, 15.00 feet wide, as shown on said Tract; thence northeasterly 15.00 feet to the most westerly corner of Lot 7, Block 17 of said Tract, said corner being also on the northeasterly line of said alley and on said southeasterly right-of-way line of Soto Street; thence northeasterly 200.00 feet along the northeasterly lines of Lots 4 through 7 inclusive, of Block 17 to the most northerly corner of said Lot 4, said corner being also on the southeasterly right-of-way line of said Soto Street; thence southeasterly 8.75 feet along the northeasterly line of said Lot 4 to a line parallel with and distant southeasterly 8.75 feet, measured at right angles, from the northwesterly line of Lot 3, Block 17 of said Tract; thence northeasterly 135.00 feet along said parallel line to a point distant 15.00 feet from the northeasterly line of Lot 1, Block 17, of said Tract; thence northeasterly 75.57 feet to the most westerly corner of Lot 12, Block 16 of said Boston Heights, said corner being also on the northeasterly right-of-way line of Norfolk Street, 60.00 feet wide, as shown on said Tract and on said southeasterly right-of-way line of Soto Street; thence northeasterly 400.00 feet along the northwesterly lines of Lots 5 through 12 inclusive, of Block 16 to the most northerly corner of said Lot 5, said corner being also on said southeasterly right-of-way line of Soto Street; thence southeasterly 8.75 feet along the northeasterly line of said Lot 5 to a line parallel with and distant southeasterly 8.75 feet, measured at right angles, from the northwesterly line of Lot 4, Block 16 of said Tract; thence northeasterly 100.00 feet along said parallel line to the southwesterly line of Lot 2, Block 16 of said Tract; thence northwesterly 8.75 feet along the southwesterly line of said Lot 2 to the most westerly corner of thereof, said corner being also on said southeasterly right-of-way line of Soto Street; thence northeasterly 100.00 feet along the northwesterly lines of Lots 1 and 2, of Block 16 of said Tract to the most northerly corner of said Lot 1, said corner being also on said southeasterly right-of-way line of Soto Street and on the southwesterly right-of-way line of Alcazar Street, 60.00 feet wide, as shown on said Tract; thence northeasterly 70.54 feet to a point on a line parallel with and distant southeasterly 8.75 feet, measured at right angles, from the northwesterly line of Lot 10, Block 15 of said Tract, said point being distant 15.00 feet northeasterly from the southwesterly line of said Lot 10; thence northeasterly 35.00 feet along said parallel line to the southwesterly line of Lot 9, Block 15 of said Tract; thence northwesterly 8.75 feet along the southwesterly line of said Lot 9 to the most westerly corner thereof, said corner being also on said southeasterly right-of-way line of Soto Street; thence northeasterly 450.00 feet along the northwesterly lines of Lots 1 through 9 inclusive, of Block 15 of said Tract to the most northerly corner of said Lot 1, said corner being also on said southeasterly right-of-way line of Soto Street and on the southwesterly right-of-way line of Medford, 60.00 feet wide, as shown on said Tract; thence southeasterly 300.00 feet along the northeasterly lines of Lots 1 and 20, Block 15 of said Tract to the most easterly corner of said Lot 20, said corner being also on said southwesterly right-of-way line of Medford Street and on the northwesterly right-of-way line of Ricardo Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 60.00 feet to the most northerly corner of Lot 1, Block 11 of said Tract, said corner being also on the southeasterly right-of-way line of said Ricardo Street and on said southwesterly right-of-way line of Medford Street; thence southeasterly 290.00 feet along the northeasterly lines of Lots 1 and 20, Block 11 of said Tract to a point distant 10.00 feet from the most easterly corner of said Lot 20, said point being also on said southwesterly right-of-way line of Medford Street; thence southeasterly 70.00 feet to the most northerly corner of Lot 1, Block 7 of said Tract, said corner being also on the southeasterly right-of-way line of Tremont Street, 60.00 feet wide, as shown on said Tract and on said southwesterly right-of-way line of Medford Street; thence southeasterly 300.00 feet along the northeasterly lines of Lots 1 and 20, Block 7 to the most easterly corner of said Lot 20, said corner being also on said southwesterly right-of-way line of Medford Street and on the northwesterly right-of-way line of Murchison Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 75.00 feet to a point on the northeasterly line of Lot 1, Block 3 of said

Tract, said point being distant 15.00 feet southeasterly from the most northerly corner of said Lot 1 and said corner being also on said southwesterly right-of-way line of Medford Street; thence southeasterly 135.00 feet along the northeasterly line of said Lot 1 to the most easterly corner thereof, said corner being also on said southwesterly right-of-way line of Medford Street; thence southwesterly 300.00 feet along the southeasterly lines of Lots 1 through 6 inclusive, of Block 3 of said Tract to the most easterly corner of Lot 7, Block 3 of said Tract; thence northwesterly 150.00 feet along the northeasterly line of said Lot 7 to the most northerly corner thereof, said corner being also on the southeasterly right-of-way line of said Murchinson Street; thence southwesterly 50.00 feet along the northwesterly line of said Lot 7 to the most westerly corner thereof, said corner being also on said southeasterly right-of-way line of Murchinson Street; thence southeasterly 150.00 feet along the southwesterly line of said Lot 7 to the most southerly corner thereof, said corner being also the most easterly corner of Lot 8, Block 3 of said Tract; thence southwesterly 150.00 feet along the southeasterly lines of Lots 8, 9 and 10, Block 3 of said Tract to the most southerly corner of said Lot 10, said corner being also on the northeasterly right-of-way line of Alcazar Street, 60.00 feet wide, as shown on said Tract; thence southwesterly 30.00 feet along the southwesterly prolongation of the southeasterly line of said Lot 10 to the centerline of said Alcazar Street; thence southeasterly 573.51 feet along said centerline of Alcazar Street to the centerline of Indiana Street, 60.00 feet wide, as shown on Tract No. 6333, in said City, as per Map filed in Book 71, Pages 11 through 14 inclusive, of said Map, said centerline being also the East Charter Boundary Line of the City of Los Angeles, as shown on said Tract; thence northerly 628.73 feet along said East Charter Boundary Line and said centerline of Indiana Street to the southwesterly corner of Lot 11 of Tract No. 1426, in said City, as per Map filed in Book 30, Pages 14 through 16 inclusive, of said Maps, as shown on said Tract No. 6333; thence easterly 289.62 feet along the southerly boundary line of the City of Los Angeles to the easterly line of Lot 19, Block A, of Tract No. 6333, in said city, as per map filed in Book 71, Pages 11 through 14, inclusive, of said maps, said line being also the westerly line of an alley, 17 feet wide, as shown on said tract; thence northerly 137.37 feet along the easterly line of Lots 19 and 20, of said Block A, to the northeasterly corner of said Lot 20, said corner being also the beginning of a curve concave southwesterly, having a radius of 450.76 feet; thence northerly and northeasterly 343.37 feet along the curved northeasterly lines of Lots 21 through 23, of said Block A, to the northeasterly corner of said Lot 23, said corner being also the intersection of the southwesterly line of said alley and the southerly line of Worth Street, 40 feet wide, as shown on said tract; thence easterly 30.07 feet to the westerly corner of Lot 3, of Tract No. 8093, in said city, as per map filed in Book 100, Pages 28 and 29, inclusive, of said maps, said corner being the beginning of a non-tangent curve concave southwesterly, having a radius of 467.76 feet, said corner being the intersection of the southerly line of said Worth Street, and the northeasterly line of said 17 foot wide alley; thence southeasterly 71.26 feet along the curved southwesterly line of said Lot 3 to an angle point therein; thence southeasterly 66.06 feet to an angle point therein; thence southeasterly 8.96 feet to the beginning of a non-tangent curve concave northeasterly, having a radius of 433.18 feet; thence southeasterly 348.41 feet along said curved southwesterly line of Lot 3, and the curved southerly line of Lots 1 and 2, Block B, of Tract No. 6333, in said city, as per map filed in Book 71, Pages 11 through 14, inclusive, of said maps; thence easterly 456.87 feet along the southerly line of Lots 2 through 6, Block B, of said tract, to the southeasterly corner of said Lot 6; thence northerly 242.81 feet to the northeasterly corner of said Lot 6, said corner being the southerly line of said Worth Street; thence easterly 619.09 feet along the northerly line of Lots 7 through 13, of said Block B, to the northeasterly corner of said Lot 13, said corner being the intersection of the southerly line of said Worth Street and the westerly line of an alley, 15 feet wide, as shown on said tract; thence easterly 15.79 feet along the easterly prolongation of said northerly line to the southerly prolongation of the easterly line of Lot 8, of Tract No. 1426, in said city, as per map filed in Book 30, Pages 14 through 16, inclusive, of said maps, said line being the easterly line of said alley; thence northerly 82.11 feet along said prolongation to the northeasterly corner of said Lot 8, said corner being also the southerly line of the Southern Pacific Railroad Right-of-Way, 100 feet wide; thence easterly 331.56 feet along said southerly line to the westerly right-of-way line of Boca Avenue, 40 feet wide and variable in width; thence southerly 81.63 feet along said westerly right-of-way line to the northwesterly corner of Lot 14, Block B, of said Tract No. 6333; thence southerly 36.98 feet along the generally westerly line of said Lot 14, to the Southerly Boundary Line of the City of Los Angeles; thence easterly 1430.92 along said Southerly Boundary Line of the City of Los Angeles as shown on said Tract, to an angle point thereof, said corner being also the southeasterly corner of Lot 5 of said Tract No. 1426, as shown on said Tract; thence northerly 160.00 feet along said Southerly Boundary Line of the City of Los Angeles to a point on the northerly line of Lot 10, Block C of Tract No. 6479, in said City, as per Map filed in Book 75, Pages 1 through 5 inclusive, of said Maps, said point being distant westerly 56.71 feet from the northeasterly corner of said Lot 10, said corner being also on the southerly right-of-way line of Worth Street (formerly Baker Street), 40.00 feet wide, as shown on said Tract; thence easterly 56.71 feet along the northerly line of said Lot 10 to the northeasterly corner thereof,

said corner being also on said southerly right-of-way line of Worth Street and on the southwesterly right-of-way line of Miller Street, 70.00 feet wide, as shown on said Tract; thence easterly 81.84 feet to the most westerly corner of Lot 1, Block D of Tract No. 6479, in said City, as per Map filed in Book 75, Pages 1 through 5 inclusive, of said Maps; thence easterly 490.23 feet along the northerly lines of Lots 1, 2 and 3, Block D of said Tract to a point distant westerly 6.02 feet from the northeasterly corner of said Lot 3, said point being also on the easterly right-of-way line of Marianna Avenue, 80.00 feet wide, as shown on said Tract; thence easterly 40.05 feet along the easterly prolongation of said northerly line of said Lot 3 to the southerly prolongation of the centerline of said Marianna Avenue as shown on Tract No. 23444, in said City, as per map filed in Book 749, Pages 14 and 15, of said Maps; thence northerly 705.98 feet along said prolongation and said centerline to the beginning of a tangent curve concave southeasterly and having a radius of 500.31 feet; thence northerly and northeasterly 294.33 feet along said curved centerline through a central angle of 33°42'26"; thence northeasterly 426.65 feet along said centerline to the northerly prolongation of the easterly line of Lot 1 of said Tract; thence northeasterly 801.35 feet along said centerline to the beginning of a tangent curve concave southeasterly and having a radius of 5549.55 feet; thence northeasterly 510.82 feet along said curved centerline through a central angle of 5°16'28" to a point of tangency; thence northeasterly 20.01 feet along said centerline to the northwesterly prolongation of the centerline of Cavanagh Road, 50.00 feet wide, as shown on Tract No. 8289, in said City, as per Map filed in Book 118 Pages 10 through 14 inclusive, of said Maps; thence southeasterly 68.10 feet along said centerline to the beginning of a curve concave northerly and having a radius of 86.92 feet; thence easterly 94.68 feet along said curved centerline through a central angle of 62°24'46" to a point of tangency; thence northeasterly 34.03 feet along said centerline to the southerly prolongation of an alley, 20.00 feet wide, as shown on Tract No. 7669, in said City, as per Map filed in Book 86 Pages 78 and 79 of said Maps; thence northeasterly 194.91 feet along said prolongation and centerline of alley to an angle point thereon; thence northeasterly 294.46 feet along said centerline to an angle point therein; thence northeasterly 610.66 feet along said centerline to the centerline of Beatie Place, 50.00 feet wide, as shown on said Tract; thence northeasterly 875.73 feet along said centerline to the centerline of Block Place, 60.00 feet wide, as shown on said Tract; thence northeasterly 30.43 feet to the intersection of the northeasterly Right-of-Way line of said Block Place and the centerline of said alley; thence northeasterly 234.46 feet along said centerline to an angle point thereon; thence easterly 106.98 feet along said centerline to the northerly prolongation of the easterly line of Lot 96 of said Tract, said prolongation being also the easterly terminus of said alley; thence southerly 10.00 feet along said prolongation to the northeasterly corner of said Lot 96, said corner being also on the southerly line of said alley; thence southerly 2.88 feet along the easterly line of said Lot 96 to the northwesterly corner of Lot 423 of Tract No. 7746, in said City, as per Map filed in Book 89, Pages 45 through 47 inclusive, of said Maps; thence easterly 348.13 feet along the northerly lines of Lots 416 through 423 inclusive, of said Tract to the northeasterly corner of said Lot 416, said corner being also on the westerly right-of-way line of Borland Road, 30.00 feet wide, as shown on said Tract; thence easterly 15.00 feet along the easterly prolongation of the northerly line of said Lot 416 to the centerline of said Borland Road; thence northerly 255.86 feet along the centerline of said Borland Road to the westerly prolongation of the southerly line of Lot 1 of Tract No. 5104, in said City, as per Map filed in Book 95, Pages 68 and 69, of said Maps; thence easterly 15.05 feet along said prolongation to the southwesterly corner of said Lot 1, said corner being also on the easterly right-of-way line of said Borland Road and on the northerly line of an alley, 20.00 feet wide, as shown on said Tract; thence easterly 232.31 feet along the southerly lines of Lots 1 through 9 inclusive, of said Tract to the southeasterly corner of said Lot 9, said corner being also on said northerly line of alley and on the westerly line of Bullard Avenue, 30.00 feet wide, as shown on said Tract; thence easterly 15.18 feet along the easterly prolongation of the southerly line of said Lot 9 to the centerline of said Bullard Street; thence southerly 18.29 feet along said centerline to the westerly prolongation of a line parallel with and distant northerly 10.00 feet, measured at right angles, from the northerly line of Lot 14 of said Tract; thence easterly 135.22 feet along said parallel line to the northerly prolongation of the easterly line of said Lot 14; thence southerly 10.06 feet along said prolongation to the northeasterly corner of said Lot 14, said corner being also on the southerly line of said alley; thence southerly 231.08 feet along the easterly lines of Lots 14 through 19 inclusive, of said Tract to the southeasterly corner of said Lot 19, said corner being also the southwesterly corner of Lot 11 of Tract No. 19908, in said City, as per Map filed in Book 832, Pages 79 and 80, of said Maps; thence easterly 140.06 feet along the southerly line of said Lot 11 to the southeasterly corner thereof, said corner being also on the westerly right-of-way line of Warwick Avenue, 50.00 feet wide, as shown on said Tract and said corner being also the beginning of a non-tangent curve concave southeasterly and having a radius of 50.00 feet; thence northerly and easterly 157.08 feet along said curve, and the easterly and southerly lines of Lots 8 through 11 inclusive, of said Tract, through a central angle of 180°02'47" to a point of reverse curve having a radius of 50.00 feet; thence southeasterly and easterly 42.05 feet along said curve and said southerly line of said Lot 8 through a

central 48°11'09", said southerly line being also on the northerly line of Dobbs Street, 50.00 feet wide, as shown on said Tract; thence easterly 178.21 feet along the southerly lines of Lots 6 through 8 inclusive, of said Tract to the beginning of a tangent curve concave northwesterly and having a radius of 15.00 feet, said beginning being also on said northerly right-of-way line of Dobbs Street; thence northeasterly 18.26 feet along said curve through a central angle of 69°44'09" to the northwesterly prolongation of the centerline of an alley, 20.00 feet wide as shown on Tract No. 8266, in said City, as per Map filed in Book 94, Page 13 and 14 of Maps; thence southeasterly 327.48 feet along said prolongation and the centerline of said alley to the centerline of Lillyvale Avenue, 60.00 feet, as shown on Tract No. 7748, in said City, as per Map filed in Book 89, Pages 45 through 47 of Maps; thence southerly 15.66 feet along said centerline to the westerly prolongation of the southerly line of Lot 199 of said Tract; thence easterly 30.00 feet along said prolongation to the southwesterly corner of said Lot 199, said corner being also on the easterly right-of-way line of said Lillyvale Avenue and on the northerly right-of-way line of said Dobbs Street, 60.00 feet wide, as shown on said Tract; thence easterly 225.08 feet along the southerly lines of Lots 192 through 199 inclusive, of said Tract to the beginning of a tangent curve concave northwesterly and having a radius of 15.00 feet; thence northeasterly 23.48 feet along said curve through a central angle of 89°44'00" to the southwesterly prolongation of the centerline of an alley, 20.00 feet wide as shown on said Tract; thence northeasterly 406.62 feet along said prolongation and said centerline of Highbury Avenue, 60.00 feet wide, as shown on said Tract; thence northeasterly 32.11 feet to the northwesterly corner of Lot 79 of said Tract, said corner being also on the easterly right-of-way line of said Highbury Avenue; thence southerly 46.66 feet along the westerly line of said Lot 79 to the southwesterly corner thereof, said corner being also on said easterly right-of-way line; thence easterly 69.25 feet along the southerly line of said lot to the westerly line of the Long Beach Freeway, as shown on Right-of-Way Map No. F-1529-5 prepared by the State of California Division of Highways; thence northerly along said westerly Right-of-Way line the following courses: thence northerly 66.78 feet to an angle point therein; thence easterly 36.33 feet to an angle point therein; thence northerly 134.72 feet to the northerly line of Lot 18, Tract No. 5039, in said city, as per map filed in Book 91, Pages 87 and 88, of said maps; thence westerly 9.97 feet to the northwesterly corner of said lot; thence northerly 20.96 feet to the southwesterly corner of Lot 1, of said tract; thence easterly 9.01 feet along the southerly line of said lot; thence northerly 70.18 feet to the beginning of a non-tangent curve concave southwesterly and having a radius of 27.00 feet, a radial to said beginning bears N4°43'27"W.; thence westerly 13.98 feet along said curve through a central angle of 29°39'59" to a point on the southerly right-of-way line of Valley Boulevard, of variable width, (formerly Alhambra Avenue) as shown said Right-of-Way Map No. F-1529-5, said point being also the beginning of a non-tangent curve concave southerly and having a radius of 788.00 feet, a radial to said point bears N37°39'06"W; thence northeasterly 223.67 feet along said curved southerly right-of-way line of Valley Boulevard through a central angle of 16°15'49"; thence northeasterly 210.83 feet along said southerly right-of-way line to the southerly prolongation of the westerly line of Lot 341 of Tract No. 5906, in said City, as per Map filed in Book 62, Pages 13 through 15 inclusive, of said Maps, said southerly prolongation being the Easterly Boundary Line of the City of Los Angeles; thence northerly 107.17 feet along said prolongation and said Easterly Boundary Line to a point on the westerly line of said Lot 341, said point being distant northerly 10.72 feet from the southwesterly corner of said Lot 341, said point being also on the northerly right-of-way line of said Valley Boulevard; thence northerly 813.35 feet along the westerly lines of Lots 341 and Lots 322 through 338 inclusive, of said Tract and said Easterly Boundary Line to the northwesterly corner of said Lot 322, said corner being also on the southerly right-of-way line of Front Street, 50.00 feet wide, as shown on said Tract; thence northerly 50.33 feet said Easterly Boundary Line to the southwesterly corner of Lot 321 of said Tract No. 5906, said corner being also on the northerly right-of-way line of said Front Street; thence northerly 118.78 feet along the westerly line of said Lot 321 and said Easterly Boundary Line to the northwesterly corner thereof; thence northerly 100.66 feet along said Easterly Boundary Line to the point on the northerly right-of-way line of the Southern Pacific Railroad, 100.00 feet wide as shown on said Tract; thence westerly 391.03 feet along said northerly right-of-way line to the southwesterly corner of Lot A as shown on Tract No. 4952, in said City, as per Map filed in Book 79, Pages 29 and 30 of said Maps; thence northwesterly 52.18 feet along the southwesterly line of said Lot A to the beginning of a tangent curve concave easterly and having a radius of 202.70 feet; thence northerly 82.93 feet along said curve and said southwesterly line to a point of tangency; thence northerly 186.87 feet along the westerly line of said Lot A to the centerline of Alhambra Avenue, 80.00 feet wide (formerly Concord Avenue), as shown on said Tract; thence westerly 91.12 feet along said centerline to a line parallel with and distant easterly 30.00 feet, measured at right angles, from the easterly line of Lot 24, Block 12 of said Tract, said parallel line being also the centerline of Lowell Avenue, 60.00 feet wide, as shown on said Tract; thence northerly 151.46 feet along said parallel line to the easterly prolongation of the centerline of an alley, 20.00 feet wide, as shown on said Tract; thence westerly 302.10 feet along said prolongation and said centerline to the centerline of Stockbridge Avenue, 60.00 feet wide, as

shown on said Tract; thence westerly 301.88 feet along said centerline of alley to a point on the centerline of Dorchester Avenue, 50.00 feet wide, as shown on said Tract No. 4952, said point being also the beginning of a tangent curve concave southeasterly and having a radius of 1662.51 feet; thence westerly 147.33 feet along said centerline through a central angle of $5^{\circ}04'39''$ to the beginning of a compound curve having a radius of 1620.16 feet; thence southwesterly 178.23 feet along said centerline through a central angle of $6^{\circ}18'11''$ to the centerline of Covina Street, 60.00 feet wide as shown on Tract No. 7784, in said City, as per Map filed in Book 89, Pages 82 through 87 of said Maps; thence southwesterly 308.92 feet along said centerline through a central angle of $10^{\circ}55'30''$ to the centerline of Warwick Avenue, 60.00 feet wide, as shown on said Tract; thence southwesterly 373.07 feet along said centerline through a central angle of $13^{\circ}11'37''$ to the centerline of Bullard Avenue, 60.00 feet wide, as shown on said Tract; thence southwesterly 125.30 feet along said centerline through a central angle of $04^{\circ}25'52''$ to the northwesterly prolongation of a line parallel with and distant northeasterly 1.90 feet from the northeasterly line of Lot 120, of said Tract No. 7784; thence southwesterly 245.95 feet along said centerline to the southerly prolongation of the westerly line of Lot 126 of said Tract, said prolongation being also the easterly right-of-way line of Hollister Avenue, 80.00 feet wide, as shown on said Tract thence southwesterly 135.74 feet to the intersection of the easterly prolongation of the northerly line of Lot 162 of said Tract and the centerline of an alley, 20.00 feet wide, as shown on said Tract, said prolongation being also the southerly right-of-way line of Ithaca Avenue, 80.00 feet wide, as shown on said Tract; thence southwesterly 572.25 feet along said centerline of alley to the centerline of Haven Street, 50.00 feet wide, as shown on Tract No. 6900, in said City, as per Map filed in Book 86, Pages 34 through 39, of said Maps; thence southwesterly 650.08 feet along said centerline of alley to the centerline of Endicott Street, 50.00 feet wide, as shown on said Tract; thence southwesterly 555.12 feet along said centerline of said alley to the centerline of Lombardy Boulevard, 60.00 feet wide, as shown on said Tract; thence southeasterly 110.00 feet along the centerline of said Lombardy Boulevard to the northeasterly prolongation of Lot 159 of said Tract; thence southwesterly 30.00 feet along said prolongation to the most easterly corner of said Lot 159, said corner being also on the southwesterly right-of-way line of said Lombardy Boulevard and on the northwesterly right-of-way line of Alhambra Avenue, 80.00 feet wide, as shown on said Tract; thence southwesterly 350.00 feet along the southeasterly lines of Lots 159 through 172 inclusive, of said Tract to the most southerly corner of said Lot 172, said corner being also on said northwesterly right-of-way line of Alhambra Avenue; thence northwesterly 3.00 feet along the southwesterly line of said Lot 172 to a line parallel with and distant northwesterly 3.00 feet, measured at right angles, from the southeasterly line of Lot 173 of said Tract; thence southwesterly 175.00 feet along said parallel line to the northeasterly line of Lot 180 of said Tract; thence southeasterly 3.00 feet along the northeasterly line of said Lot 180 to the most easterly corner thereof, said corner being also on said northwesterly right-of-way line of Alhambra Avenue; thence southwesterly 325.00 feet along the southeasterly lines of Lots 180 through 192 inclusive, of said Tract to the most southerly corner of said Lot 192, said corner being also on said northwesterly right-of-way line of Alhambra Avenue and on the northeasterly right-of-way line of Belleglade Avenue, 50.00 feet wide, as shown on said Tract; thence southwesterly 50.00 feet to the most easterly corner of Lot 99 of said Tract, said corner being also on the southwesterly right-of-way line of said Belleglade Avenue and on said northwesterly right-of-way line of Alhambra Avenue; thence southwesterly 400.00 feet along the southeasterly lines of Lots 99 through 114 inclusive, of said Tract to the most southerly corner of said Lot 114, said corner being also the beginning of a tangent curve concave southeasterly and having a radius of 6129.65 feet, said corner being also on said northwesterly right-of-way line of Alhambra Avenue; thence southwesterly 225.00 feet along the southeasterly lines of Lots 115 through 123 inclusive, of said Tract and said curve through a central angle of $2^{\circ}06'11''$ to the most southerly corner of said Lot 123, said corner being also on the northwesterly right-of-way line of said Alhambra Avenue and on the northeasterly right-of-way line of Gratiot Street, 50.00 feet wide, as shown on said Tract; thence southeasterly 50.00 feet along said curve through a central angle of $00^{\circ}28'03''$ to the most easterly corner of Lot 39 of said Tract, said corner being also on the southwesterly right-of-way line of said Gratiot Street and on said northwesterly right-of-way line of Alhambra Avenue; thence southwesterly 81.61 feet along the southeasterly lines of Lots 39 through 42 inclusive, of said Tract and said curve through a central angle of $0^{\circ}45'46''$ to a point on the southeasterly line of Lot said Lot 42, distant southwesterly 6.61 feet from the most southerly corner of said Lot 41, said point being also the beginning of a compound curve concave southeasterly and having a radius of 481.12 feet, said point being also on the northwesterly right-of-way line of said Alhambra Avenue; thence southwesterly and southerly 382.91 feet along the southeasterly and easterly lines of Lots 42 through 56 inclusive, of said Tract and said curve through a central angle of $45^{\circ}36'00''$ to a point on the easterly line of said Lot 56, said point being also the beginning of a reverse curve concave westerly and having a radius of 230.00 feet, said point being also on the westerly right-of-way line of said Alhambra Avenue; thence southerly 34.44 feet along the easterly line of said Lot 56 and said curve through a central angle of $8^{\circ}34'45''$ to the most

southerly corner thereof, said corner being also on the westerly right-of-way line of said Alhambra Avenue and on the northeasterly right-of-way line of Druid Street, 60.00 feet wide, as shown on said Tract; thence southerly 32.89 feet tangent to said curve to the centerline of said Druid Street; thence northwesterly 94.73 feet along said centerline to the northeasterly prolongation of the northwesterly line of Lot 16 of said Tract, said corner being also on the southwesterly line of said Druid Street and on the southeasterly line of an alley, 20.00 feet wide, as shown on said Tract; thence southwesterly 30.13 feet along said prolongation to the northwesterly corner of said Lot 16, said corner being also on the southwesterly right-of-way line of said Druid Street and on said southeasterly line of said alley; thence southwesterly 76.23 feet along the northwesterly lines of Lots 14 through 16 inclusive, of said Tract to the most westerly corner of said Lot 14, said corner being also the most northerly corner of Lot 13 of said Tract and on the southeasterly line of said alley; thence southwesterly 286.17 feet along the northwesterly lines of Lots 2 through 13 inclusive, of said Tract to the northwesterly corner of said Lot 2, said corner being also on the southeasterly line of said alley and on the easterly right-of-way line of Brawley Street, 50.00 feet wide, as shown on said Tract; thence southwesterly 93.31 feet to the most southerly corner of Lot 12 of Tract No. 21308, in said City, as per Map filed in Book 579, Pages 49 and 50, of said Maps, said corner being also on the westerly right-of-way line of said Brawley Street; thence westerly 130.00 feet along the southerly line of said Lot 12 to the southwesterly corner thereof, said corner being also the most easterly corner of Lot 9 of Tract No. 18578, in said City, as per Map filed in Book 468, Pages 49 and 50, of said Maps; thence southwesterly 172.15 feet along the southeasterly lines of Lots 7 through 9 inclusive, of said Tract to the most southerly corner of said Lot 7, said corner being also the most easterly corner of Lot 6 of said Tract; thence southeasterly 336.64 feet along the southeasterly lines of Lots 1 through 6 inclusive, of said Tract to the most southerly corner of said Lot 1, said corner being also the most easterly corner of Lot 41 of Tract No. 12507, in said City, as per Map filed in Book 238, Page 47, of said Maps; thence southwesterly 86.12 feet along the southeasterly line of said Lot 41 to the most southerly corner thereof; thence westerly 81.72 feet along the southerly line of said Lot 41 to the southwesterly corner thereof, said corner being also on the easterly right-of-way line of Eastern Avenue, 80.00 feet wide, as shown on said Tract; thence westerly 40.00 feet along the westerly prolongation of the southerly line of said Lot 41 to the centerline of said Eastern Avenue; thence southerly 205.00 feet along said centerline of Eastern Avenue to the centerline of McPherson Avenue, 60.00 feet wide, as shown on Tract No. 11917, in said City, as per Map filed in Book 222, Pages 17 through 20 inclusive, of said Maps; thence westerly 117.29 feet along said centerline of McPherson Avenue to the beginning of a tangent curve concave northerly and having a radius of 200.00 feet; thence westerly and northwesterly 63.80 feet along said curved centerline through a central angle of $18^{\circ}16'37''$ to the northerly prolongation of the easterly line of Lot 97 of said Tract; thence southerly 31.37 feet to the northeasterly corner of said Lot 97, said corner being also on the southerly right-of-way line of said McPherson Avenue; thence southerly 207.48 feet along the easterly line of said Lot 97 to the southeasterly corner thereof, said corner being also the northeasterly corner of Lot 63 of Tract No. 6837, in said City, as per Map filed in Book 76, Pages 32 and 33, of said Maps; thence southerly 131.57 feet along the easterly line of said Lot 63 to the southeasterly corner thereof, said corner being also on the northerly right-of-way line of Cyril Avenue, 50.00 feet wide, as shown on said Tract; thence southeasterly 50.57 feet to a point on the northerly line of Lot 282 of said Tract distant westerly 85.00 feet from the northeasterly corner of said Lot, said point being also on the southerly right-of-way line of said Cyril Avenue and said point being also the beginning of a non-tangent curve concave southeasterly and having a radius of 15.00 feet; thence westerly and southwesterly 23.56 feet along said curve through a central angle of $89^{\circ}59'33''$ to a point of tangency on the westerly line of said Lot, said point being also on the easterly right-of-way line of Catalpa Street, 50.00 feet wide, as shown on said Tract; thence southerly 216.45 feet along the westerly lines of Lots 274 through 282 inclusive, of said Tract to the southwesterly corner of said Lot 274, said corner being also on the easterly line of an alley, 20.00 feet wide, as shown on said Tract, and said corner being also the most northerly corner of Lot 273 of said Tract and the beginning of a tangent curve concave easterly and having a radius of 2144.29 feet; thence southerly 97.61 feet along the westerly line of Lots 270 through 273 inclusive, of said Tract through a central angle of $2^{\circ}36'31''$ to a point of tangency, said point being also on said easterly line of said alley; thence southerly 268.28 feet along the westerly lines of Lots 259 through 270 inclusive, of said Tract to a point on the northwesterly line of said Lot 259, said point being also the beginning of a tangent curve concave westerly and having a radius of 349.72 feet; thence southwesterly 205.44 feet along the westerly and northwesterly lines of Lots 250 through 259 inclusive, of said Tract through a central angle of $33^{\circ}39'47''$ to the most westerly corner of said Lot 250, said corner being also on the southeasterly line of said alley and on the northeasterly right-of-way line of Del Paso Avenue, 50.00 feet wide, as shown on said Tract; thence southwesterly 50.00 feet to the most northerly corner of Lot 106 of said Tract, said corner being also on the southwesterly right-of-way line of said Del Paso Avenue and on the southeasterly line of an alley, 20.00 feet wide, as shown on said Tract; thence southwesterly 225.90 feet along the northwesterly lines of

Lots 102 through 106 inclusive, of said Tract to a point on said northwesterly line of Lot 102, said point being also on the southeasterly line of said alley, said point being also the beginning of a tangent curve concave northwesterly and having a radius of 2208.63 feet; thence southwesterly 335.71 feet along the northwesterly lines of Lots 96 through 102 inclusive, of said Tract through a central angle of $8^{\circ}42'21''$ to the most westerly corner of said Lot 96, said corner being also on the southeasterly line of said alley and on the northeasterly right-of-way line of Ronda Drive, 50.00 feet wide, as shown on said Tract; thence southwesterly 50.00 feet along said curve through a central angle of $01^{\circ}17'50''$ to the most northerly corner of Lot 95 of said Tract, said corner being also on the southwesterly right-of-way line of said Ronda Drive and on the southeasterly line of an alley, 20.00 feet wide, as shown on said Tract; thence southwesterly 172.42 feet along said curve and the northwesterly lines of Lots 92 through 95 inclusive, of said Tract through a central angle of $4^{\circ}28'22''$ to the beginning of a compound curve concave northerly and having a radius of 810.24 feet; thence westerly 312.29 feet along the northerly lines of Lots 85 through 92 of said Tract through a central angle of $22^{\circ}05'00''$ to a point on the northerly line of said Lot 85, said point being distant easterly 39.72 feet from the northwesterly corner thereof, said point being also on the southerly line of said alley; thence westerly 34.72 feet along the northerly line of said Lot 85 to a line parallel with and distant easterly 5.00 feet from the westerly line of said Lot 85; thence westerly 30.00 feet along the westerly prolongation of the northerly line of said Lot 85 to the centerline of Boca Avenue, 50.00 feet wide, as shown on said Tract; thence northerly 110.54 feet along said centerline to the easterly prolongation of the northerly line of Lot 132 of said Tract; thence westerly 25.00 feet along said prolongation to the northeasterly corner of said Lot 132, said corner being also on the westerly right-of-way line of said Boca Avenue, said corner being also the southeasterly corner of Lot 25 of said Tract; thence westerly 61.52 feet along the southerly line of said Lot 25 to an angle point thereon; thence northwesterly 183.08 feet along the southwesterly lines of Lots 25 and 22 of said Tract to the southwesterly corner of said Lot 22, said corner being also on the easterly right-of-way line of Jones Avenue, 55.00 feet wide, as shown on said Tract; thence northwesterly 30.77 feet along the northwesterly prolongation of the southwesterly line of said Lot 22 to the easterly line of Lot 15 of Tract No. 12323, in said City, as per Map filed in Book 231 Pages 31 through 34 inclusive, of said Maps; thence southerly 177.45 feet along the easterly line of said Lots 15 and 138 of said Tract to the southeasterly corner of said Lot 138, said corner being also on the northerly right-of-way line of Valley Boulevard, 100.00 feet wide, as shown on said Tract; thence westerly 899.84 feet along the southerly lines of Lots 124 through 138 inclusive, of said Tract, and their southerly prolongation to the easterly line of Lot 2 of Tract No. 679, in said City, as per Map filed in Book 17, Page 24 of Maps; thence northerly 1025.88 feet along the easterly line of said Lot 2 to the southeasterly corner of Lot 35 of Tract No. 12524, in said City, as per Map filed in Book 236, Pages 5 through 7 inclusive, of said Maps; thence northeasterly 87.25 feet along the southeasterly line of said Lot 35 to a point distant southwesterly 67.34 feet from the most easterly corner of said Lot 35; thence northwesterly 35.54 feet to a point on the easterly line of said Lot 2 of said Tract No. 679, said point being distant southerly 35.00 feet from the northeasterly corner of said Lot 2; thence northwesterly 78.36 feet to a point on the northerly line of said Lot 2, said point being the most westerly corner of Lot 35 of said Tract No. 12524; thence westerly 722.92 feet along the northerly line of said Lot 2 of said Tract No. 679 to the northwesterly corner thereof, said corner being also on the southerly right-of-way line of Hatfield Place and on the easterly right-of-way line of Indiana Avenue, 30.00 feet wide, as shown on said Tract; thence westerly 15.00 feet along the westerly prolongation of the northerly line of said Lot 2 to the centerline of said Indiana Avenue; thence southerly 481.96 feet along said centerline of Indiana Avenue to the southeasterly prolongation of the southwesterly line of Lot 101 of Tract No. 12234, in said City, as per Map filed in Book 327, Pages 14 through 19 of said Maps; thence northwesterly 15.40 feet along said prolongation to the southeasterly corner of said Lot 101, said corner being also on the westerly right-of-way line of said Indiana Avenue; thence northwesterly 1022.17 feet along the southwesterly lines of Lots 88 through 101 inclusive, of said Tract to the most easterly corner of said Lot 88, said corner being also on the southeasterly right-of-way line of Soto Street, of variable width, as shown on said Tract; thence westerly 28.14 feet along the northwesterly prolongation of the southwesterly line of said Lot 88 to a line parallel with and distant northwesterly 28.00 feet, measured at right angles, from the westerly line of said Lot 88; thence southwesterly 492.72 feet along said parallel line to the northerly right-of-way line of Valley Boulevard, 100.00 feet wide, as it now exists; thence westerly 1499 feet along said northerly right-of-way line to the beginning of a tangent curve concave southerly and having a radius of 3014.93 feet as calculated from Tract No. 2082, in said City, as per map filed in Book 32, Page 73 of said Maps; thence westerly 1289.48 feet along said curve and said northerly right-of-way to a point of tangency; thence southwesterly 593.06 feet along said northerly right-of-way to the centerline of Eastlake Avenue, 60.00 feet wide, as shown on said Tract; thence northerly 302.25 feet along the centerline of said Eastlake Avenue to the centerline of North Main Street, 80.00 feet wide, as shown on said Tract; thence westerly 1970.09 feet along said centerline of North Main Street to the centerline of Workman Street, 60.00 feet wide, as shown on

Block 6 of the Moulton Tract Known as Moulton's Tract, in said City, as per Map filed in Book 7, Page 12, of said Miscellaneous Records; thence southerly 205.00 feet along said centerline of Workman Street to the westerly prolongation of the northerly line of Lot 8 of said Tract; thence easterly 30.00 feet along said prolongation to the northwesterly corner of said Lot 8, said corner being also on the easterly right-of-way line of said Workman Street; thence easterly 330.00 feet along the northerly lines of Lots 8 and 7 of said Tract to the northeasterly corner of said Lot 7, said corner being also on the westerly right-of-way line of Sichel Street, 60.00 feet wide, as shown on said Tract; thence easterly 60.23 feet to the southwest corner of Lot 6, Block 5 of Dickenson's Subdivision of Block 5 of Moulton Tract, in said City, as per Map filed in Book 7, Page 70, of said Miscellaneous Records, said corner being also on the easterly right-of-way line of said Sichel Street, and said corner being also on the northerly line of an alley, 15.00 feet wide, as shown on said Tract; thence easterly 314.48 feet along the southerly lines of Lots 1 through 6 inclusive, Block 5 of said Tract to a point distant westerly 15.68 feet from the southeasterly corner of said Lot, said point being also on the westerly right-of-way line of Griffin Avenue, of variable width; thence easterly 55.52 along the easterly prolongation of the southerly line of said Lot 1 to the centerline of said Griffin Avenue; thence southerly 510.64 feet along said centerline to a line parallel with and distant southerly 75.00 feet from the southerly line of Lot 23, Block 5 of said Tract; thence westerly 1168.65 feet along said parallel line to the centerline of Daly Street, of variable width as shown on Parcel Map No. 1590 filed in Parcel Map Book 20, Page 14, of said Maps; thence northerly 544.23 feet along said centerline of Daly Street to an angle point therein; thence northerly 396.47 feet along said centerline to the centerline of North Main Street, 80.00 feet wide as shown on said Parcel Map; thence westerly 1058.02 feet along said centerline of North Main Street to an angle point therein; thence northwesterly 945.63 feet along said centerline of North Main Street to an angle point therein; thence northwesterly 683.42 feet along said centerline of North Main Street to the Point of Beginning.

TOGETHER WITH THAT PORTION DESCRIBED AS FOLLOWS (PARCEL 2): Beginning at the intersection of a line parallel with and distant northwesterly 41.25 feet from the northeasterly line of Lot 15 of the Subdivision of the Cheesbrough Tract, in said City, as per Map filed in Book 14, Page 20 of Miscellaneous Records, said parallel line being also the centerline of Lorena Street, 82.50 feet wide, with the northwesterly prolongation of the southwesterly line of said Lot 15; thence southwesterly 673.91 feet along said parallel line to the northwesterly prolongation of the northeasterly line of Lot 17 of East End Tract, in said City, as per Map filed in Book 23, Page 85, of said Miscellaneous Records; thence southeasterly 41.25 feet to the most northerly corner of said Lot 17, said corner being also on the southeasterly right-of-way line of said Lorena Street; thence southeasterly 611.70 feet along the northwesterly lines of Lots 17 through 28 inclusive, of said Tract to the most easterly corner of said Lot 28, said corner being also on the northwesterly right-of-way line of Velasco Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 60.00 feet to the most northerly corner of Lot 29 of said Tract, said corner being also on the southeasterly right-of-way line of said Velasco Street; thence southeasterly 254.29 feet along the northeasterly lines of Lots 29 through 33 inclusive, of said Tract to the northeasterly corner of said Lot 33, said corner being also on the westerly right-of-way line of Indiana Street, 60.00 feet wide, as shown on said Tract; thence southeasterly 34.17 feet along the southeasterly prolongation of the northwesterly line of said Lot 33 to a line parallel with and distant easterly 30.00 feet from the easterly line of said Lot 33, said parallel line being also the centerline of said Indiana Street; thence northerly 483.43 feet along said parallel line to the southeasterly prolongation of the generally southwesterly line of Lot 14, of Tract No. 1809, in said city, as per map filed in Book 21, Page 24, of said maps; thence northwesterly 127.67 feet along said prolongation and said generally southwesterly line to an angle point therein; thence southwesterly 50.00 feet to an angle point therein; thence northwesterly 85.00 feet to the most westerly corner of said Lot 14, said corner being the intersection of the northeasterly line of an alley, 10 feet wide, and the southeasterly line of an alley, 10 feet wide, as shown on said tract; thence northwesterly 10.00 feet to the most southerly corner of Lot 5, of said tract, said corner being the intersection of the northwesterly line of said alley and the northeasterly line of an alley, 10 feet wide, as shown on said tract; thence northwesterly 125.00 feet to the most westerly corner of said lot 5, said corner being the intersection of the northeasterly line of said alley and the southeasterly line of Cheesbrough's Lane, 30 feet wide, as shown on said tract; thence northwesterly 15.00 feet along the northwesterly prolongation of said southwesterly line to the centerline of said Cheesbrough's Lane; thence northeasterly 250.79 feet along said centerline to the southeasterly prolongation of the southerly line of Lot 5 of said Tract; thence northwesterly 15.00 feet along said prolongation to the most southerly corner of said Lot 5, said corner being also on the northwesterly right-of-way line of said Cheesbrough's Lane; thence northwesterly 170.00 feet along the southwesterly line of said Lot 5 to the most westerly corner thereof, said corner being also on the southeasterly line of an alley, 15.00 feet wide, as shown on said Tract; thence northwesterly 7.50 feet along the

northwesterly prolongation of the southerly line of said Lot 5 to the centerline of said alley; thence northeasterly 50.26 feet along said centerline to the southeasterly prolongation of the southwesterly line of said Lot 15 of said Tract; thence northwesterly 7.50 feet along said prolongation to the most southerly corner of said Lot 15, said corner being also on the northwesterly line of said alley; thence northwesterly 186.00 feet along the southwesterly line of said Lot 15 to the most westerly corner thereof, said corner being also on the southeasterly right-of-way line of said Lorena Street; thence northwesterly 41.25 feet along the northwesterly prolongation of said Lot 15 to the Point of Beginning.

EXCEPTING THEREFROM THAT PORTION DESCRIBED AS FOLLOWS (PARCEL 3): Beginning at the intersection of the centerline of Cummings Street, 50.00 feet wide, as shown on Marengo Terrace, in said City, as per Map filed in Book 11 Pages 166 and 167, of said Maps with the northwesterly prolongation of the northeasterly line of Lot 86 of said Tract; thence southwesterly 1040.25 feet along the centerline of said Cummings Street to a line parallel with and distant northeasterly 35.00 feet from the southwesterly line of Lot 177 of Marengo Terrace Sheet No. 2, in said City, as per Map filed in Book 13, Page 21 of said Maps, said parallel line being also the northeasterly right-of-way line of Marengo Street, of variable width; thence southeasterly 165.36 feet along said parallel line to the southeasterly line of said Lot 177, said southeasterly line being also the northwesterly line of an alley, 12.00 feet wide, as shown on said Tract; thence southeasterly 12.00 feet along said parallel line to the northwesterly line of Lot 11, Block 5 of Florence Terrace, in said City, as per Map filed in Book 30 Page 19 of said Miscellaneous Records, said northwesterly line being also the southeasterly line of said alley; thence southeasterly 129.80 feet along said parallel line to a point distant northwesterly 20.00 feet from the southeasterly line of Lot 220 of Marengo Terrace Sheet No. 3, in said City, as per Map filed in Book 22 Page 21 of said Maps; thence southeasterly 70.18 feet to a point on the northwesterly line of Lot 226, of Marengo Terrace Sheet No. 5, in said City, as per Map filed in Book 25 Page 61, of said Maps, said point being distant northeasterly 30.00 feet from the southwesterly corner of said Lot 226, said northwesterly line being also the southeasterly right-of-way line of Chicago Street, 50.00 feet wide, as shown on said Tract; thence southeasterly 100.00 feet along a line parallel with and distant northeasterly 30.00 feet from the southwesterly line of said Lot 226 to the southeasterly line of said Lot 226, said southeasterly line being also the northwesterly line of Lot 23, Block 6 of Florence Terrace, in said City, as per Map filed in Book 30, Page 19, of said Maps; thence southeasterly 50.00 feet along said parallel line to the southeasterly line of said Lot 23, said southeasterly line being also the northwesterly line of Lot 146 of Marengo Terrace, in said City, as per Map filed in Book 11, Pages 166 and 167 of said Maps; thence southeasterly 50.00 feet along said parallel line to the southeasterly line of said Lot 146, said southeasterly line being also the northwesterly line of Lot 223 of Marengo Terrace No. 4, in said City, as per Map filed in Book 22, Page 24 of said Maps; thence southeasterly 100.00 feet along said parallel line to the southeasterly line of said Lot 223, said southeasterly line being also the northwesterly right-of-way line of Cornwell Street, 50.00 feet wide, as shown on said Tract; thence southeasterly 70.17 feet to a point on a line parallel with and distant 35.00 feet northeasterly from the southwesterly line of Lot 21, Block 7 of Florence Terrace, in said City, as per Map filed in Book 30 Page 19 of said Maps; thence southeasterly 30.00 feet along said parallel line to the southeasterly line of said Lot 21, said southeasterly line being also the northwesterly line of Lot 147 of Marengo Terrace, in said City, as per Map filed in Book 11, Pages 166 and 167, of said Maps; thence southeasterly 100.00 feet along said parallel line to the southeasterly line of Lot 148 of said Tract; thence northeasterly 115.00 feet along the southeasterly line of said Lot 148 to the most northeasterly corner thereof, said corner being also on the southwesterly line of an alley, 12.00 feet wide, as shown on said Tract; thence northeasterly 12.00 feet to the most southerly corner of Lot 149 of said Tract, said corner being also on the northeasterly line of said alley; thence northeasterly 100.00 feet along the southeasterly lines of Lots 149 and 150 of said Tract to the most easterly corner of said Lot 150, said corner being also the most southerly corner of Lot 11 of said Florence Terrace; thence northeasterly 50.00 feet along the southeasterly line of said Lot 11 to the most easterly corner thereof, said corner being also the most southerly corner of Lot 151 of said Marengo Terrace; thence northeasterly 360.00 feet along the southeasterly lines of Lot 151 through 159 inclusive, of said Tract to the most easterly corner of said Lot 159, said corner being also on the southwesterly right-of-way line of Charlotte Street, 60.00 feet wide, as shown on said Tract; thence northeasterly 30.00 feet along the northeasterly prolongation of the southeasterly line of said Lot 159 to the centerline of said Charlotte Street; thence northwesterly 175.00 feet along the centerline of said Charlotte Street to the centerline of Cornwell Street, 50.00 feet wide, as shown on said Tract; thence northerly 220.76 feet along the centerline of said Cornwell Street to the southeasterly prolongation of the southwesterly line of Lot 12 of Orange Slope Tract, in said City, as per Map filed in Book 5, Pages 326 and 327, of said Miscellaneous Records; thence northwesterly 25.00 feet along said prolongation to the most southerly corner of said Lot 12, said corner being also on the northwesterly right-of-way line of said Cornwell Street; thence northwesterly 353.52 feet along

the southwesterly line of said Lot 12 to the most easterly corner of Lot 2, Block 4, of Florence Terrace, in said city, as per map filed in Book 30, Page 19, of said miscellaneous records; thence southwesterly 193.15 feet to the most southerly corner of said Lot 2, said corner being the northeasterly right-of-way line of Charlotte Street, 60 feet wide, as shown on said tract, said corner being also the beginning of a non-tangent curve concave northeasterly, having a radius of 131.40 feet; thence northwesterly 103.20 feet along the curved southwesterly lines of Lot 2 and Lot 1, of said Block 4; thence northwesterly 14.65 feet to the beginning of curve concave southwesterly, having a radius of 131.40 feet; thence northwesterly 51.34 feet along the curved southwesterly line of said Lot 1 to the most westerly corner of said lot; thence northwesterly 6.42 feet along the continuation of said curved southwesterly line to the centerline of an alley, 12.00 feet wide, as shown on said tract; thence northwesterly 262.02 feet to the most easterly corner of said Lot 86, said corner being also on the northeasterly right-of-way line of said alley; thence northwesterly 141.45 feet along the northeasterly line of said Lot 86 to the most northerly corner of said Lot 86, said corner being also on the southeasterly right-of-way line of said Cummings Street; thence northwesterly 25.00 feet along said prolongation to the centerline of said Cummings Street and Point of Beginning.

Containing 2164 acres

Robert C. Olson

ROBERT C. OLSON
P.L.S. 5490 Expires 9-30-00
Psomas and Associates

5.13.98

DATE

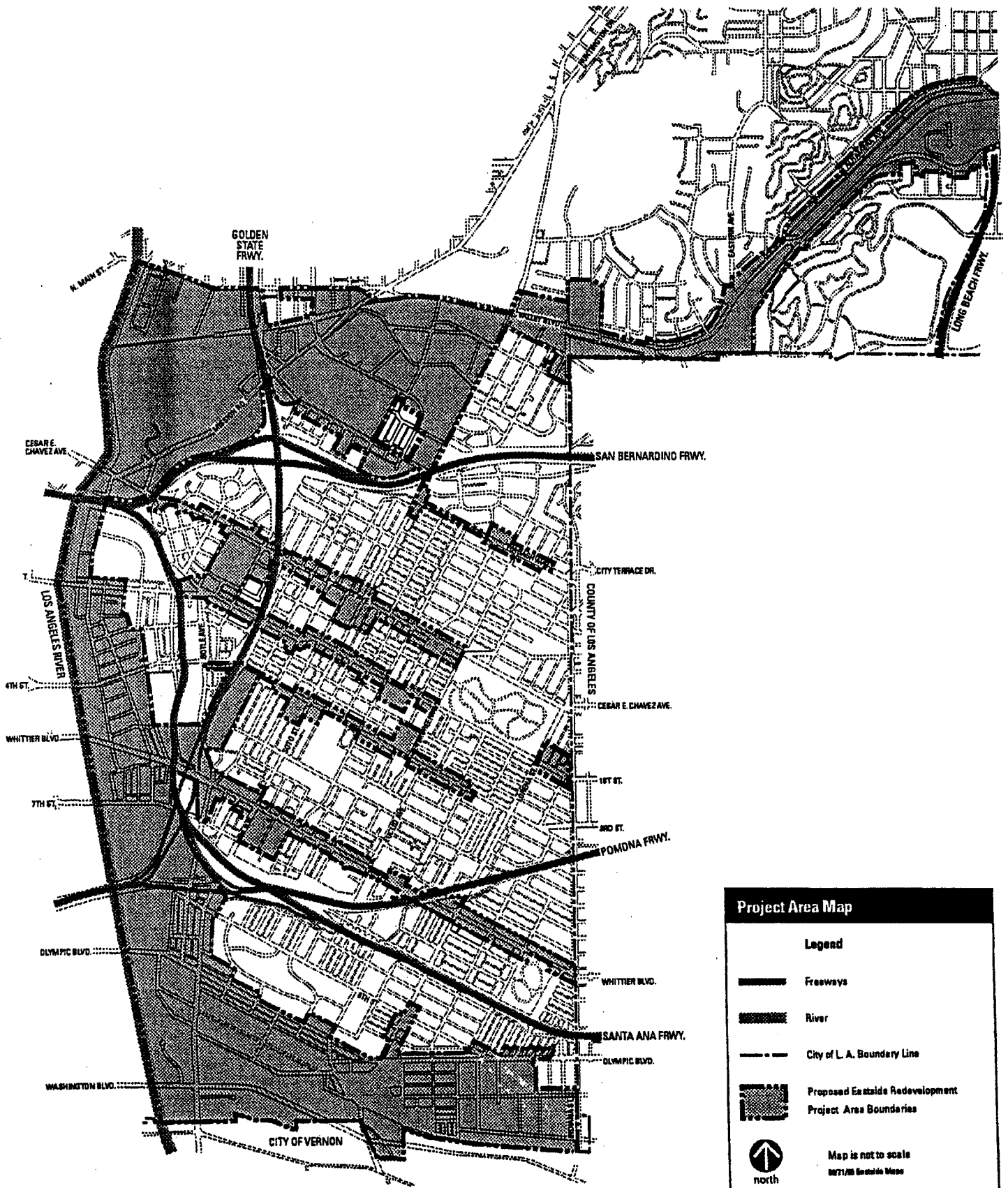


ATTACHMENT NO. 6

**MAP OF THE
ADELANTE EASTSIDE REDEVELOPMENT PROJECT AREA**

Proposed - Eastside Industrial & Commercial Redevelopment Project

Community Redevelopment Agency
City of Los Angeles



ATTACHMENT F


ORDINANCE TO ADOPT THE WHITESIDE REDEVELOPMENT PLAN

ANALYSIS

This ordinance adds Part 11 to Chapter 2.60 - Redevelopment Agency, of the Los Angeles County Code, relating to the Redevelopment Plan for the Whiteside Redevelopment Project. The primary purpose of this Redevelopment Plan is to eliminate the conditions of blight within the Whiteside Project Area in accordance with the California Redevelopment Law (Health and Safety Code section 33000 et seq.).

The Redevelopment Plan also contains a provision that will merge the Whiteside Project Area with the City of Los Angeles Adelante Eastside Redevelopment Project Area after adoption of the necessary ordinance and related actions are completed by the City of Los Angeles to merge these two project areas.

RAYMOND G. FORTNER, JR.
County Counsel

By 
ERIC R. YOUNG
Principal Deputy County Counsel
Property Division

4/28/06 (Requested)

5/11/06 (Revised)

ORDINANCE NO. _____

An ordinance amending Title 2 - Administration of the Los Angeles County Code, relating to the Redevelopment Plan for the Whiteside Redevelopment Project.

WHEREAS, by Ordinance No. 82-0139, the Board of Supervisors of the County of Los Angeles ("Board of Supervisors") vested the Community Development Commission of the County of Los Angeles ("Commission") with authority to formulate redevelopment projects within the unincorporated portions of the County of Los Angeles pursuant to the Community Redevelopment Law ("CRL") (Health and Safety Code section 33000, et seq.); and

WHEREAS, the Commission has caused to be prepared a Redevelopment Plan ("Plan") for the Whiteside Redevelopment Project ("Project") to include an area located within the unincorporated territory of the County of Los Angeles, known as the Whiteside area ("Project Area"); and

WHEREAS, the Regional Planning Commission of the County of Los Angeles ("Planning Commission") has reviewed the Plan and recommended the approval and adoption of the Plan, and has certified that the Plan conforms to the General Plan of the County of Los Angeles ("General Plan"); and

WHEREAS, the Commission has prepared a Final Environmental Impact Report ("EIR") for the Plan pursuant to the California Environmental Quality Act, Public Resources Code section 21000 et seq. ("CEQA"), and the Guidelines for implementation of CEQA, Title 14, California Code of Regulations section 15000 et seq. ("CEQA Guidelines"), which incorporates the comments received and the Commission's responses thereto; and

WHEREAS, the Board of Supervisors has received from the Commission the Plan, a copy of which is on file at the office of the Executive Officer - Clerk of the Board of Supervisors, Kenneth Hahn Hall of Administration, 500 West Temple Street, Room 383, Los Angeles, California, together with the Commission's Report to the Board of Supervisors on the Plan which was prepared in accordance with and contains all the requirements of Health and Safety Code section 33352 ("Report to the Board of Supervisors"); and

WHEREAS, the Board of Supervisors and the Commission held a joint public hearing on the adoption of the Plan and on the certification of the EIR prepared for the Plan, in the Kenneth Hahn Hall of Administration, 500 West Temple Street, Room 381B, Los Angeles, California; and

WHEREAS, notice of said joint public hearing was duly and regularly published in a newspaper of general circulation in the County, once a week for four successive weeks prior to the date of such joint public hearing, and a copy of said notice and affidavit of publication are on file with the Executive Officer - Clerk of the Board of Supervisors and the Commission; and

WHEREAS, copies of the notice of joint public hearing, together with a statement concerning acquisition of property by the Commission, were mailed by first-class mail to the last known address of each assessee of each parcel of land in the Project Area, as shown on the last equalized assessment roll of the County of Los Angeles; and

WHEREAS, copies of the notice of joint public hearing were mailed by first-class mail to all residents and businesses in the Project Area; and

WHEREAS, copies of the notice of joint public hearing were mailed by certified mail with return receipt requested to the governing body of each taxing agency which levies taxes upon any property in the Project Area; and

WHEREAS, the Board of Supervisors has reviewed and considered the EIR prepared for the Plan, as prepared and submitted pursuant to Public Resources Code section 21000 et seq., CEQA Guidelines section 15000 et seq., and Health and Safety Code section 33352; and

WHEREAS, the Board of Supervisors has considered the report and recommendation of the Planning Commission, the Report to the Board of Supervisors, and the Plan; has provided an opportunity for all persons to be heard, and has received and considered all evidence and testimony presented for or against any and all aspects of the Plan; and has made written findings in response to each written objection of an affected property owner, occupant, or taxing entity, if any, filed with the Executive Officer - Clerk of the Board of Supervisors before or during such joint public hearing; and

WHEREAS, all actions required by law have been taken by all appropriate public bodies;

NOW, THEREFORE, the Board of Supervisors provides as follows.

The Board of Supervisors of the County of Los Angeles ordains as follows:

SECTION 1. Part 11 is hereby added to Chapter 2.60 - Redevelopment Agency, of Title 2 - Administration of the Los Angeles County Code to read as follows:

Part 11

Whiteside Redevelopment Project

Sections:

- 2.60.700 Purposes and intent of project area.
- 2.60.710 Findings and determinations of the Board.
- 2.60.720 Temporary housing for persons displaced by the project.
- 2.60.730 Objections.
- 2.60.740 Mitigation measures.
- 2.60.750 Official redevelopment plan incorporated by reference.
- 2.60.760 Merger with redevelopment plan for the Adelante Eastside redevelopment project area.
- 2.60.770 Administrative cooperation for project completion.
- 2.60.780 Severability.

2.60.700 Purposes and intent of project area.

The purposes and intent of the Board of Supervisors with respect to the area located within the unincorporated territory of the County of Los Angeles, known as the Whiteside area ("Project Area") as designated in the Redevelopment Plan ("Plan") for the Whiteside Redevelopment Project ("Project"), are to eliminate the conditions of

blight, as defined by the California Redevelopment Law ("CRL") (Health and Safety Code section 33000, et seq.), existing in the Project Area and to prevent the recurrence of deteriorating conditions in the Project Area. The Board of Supervisors proposes to eliminate such conditions and prevent their recurrence by providing, pursuant to the Plan, for the planning, development, replanning, redesign, redevelopment, reconstruction, and rehabilitation of the Project Area; and by providing for such facilities as may be appropriate or necessary in the interest of the general welfare, in accordance with the General Plan of the County of Los Angeles ("General Plan") and other planning documents promulgated pursuant thereto as may be adopted or amended from time to time. The Board of Supervisors proposes to:

- A. Encourage the redevelopment of the Project Area subject to and consistent with the General Plan and/or specific development plans as may be adopted from time to time through the cooperation of private enterprise and public agencies;
- B. Enhance the long-term economic well-being of the Project Area;
- C. Provide public infrastructure improvements and community facilities, such as the installation, construction, and/or reconstruction of streets, utilities, public buildings and facilities, storm drains, utility undergrounding, street lighting, landscaping, and other improvements which are necessary for the effective redevelopment of the Project Area;
- D. Provide for participation in the redevelopment of property in the Project Area, where feasible, by owners who agree to so participate in conformity with the Plan;

E. Encourage joint and cooperative efforts among property owners, businesses, and public agencies to achieve desirable economic development goals and programs and to reduce or eliminate deteriorating conditions;

F. Increase, improve, and preserve the community's supply of affordable housing within and outside of the Project Area; and

G. Acquire real property.

These actions will assist in the elimination of conditions of blight in the Project Area through necessary means and will prevent their reoccurrence through the undertaking of all appropriate redevelopment projects and programs outlined in the Plan and pursuant to the CRL.

2.60.710 Findings and determinations of the Board.

Based on the evidence in the record, including, but not limited to, the Report of the Community Development Commission of the County of Los Angeles ("Commission") to the Board of Supervisors on the Plan ("Report to the Board of Supervisors") prepared in accordance with Health and Safety Code section 33352, and all documents referenced therein, and evidence and testimony received at the joint public hearing on adoption of the Plan, the Board of Supervisors hereby makes the following findings and determinations:

A. The Project Area is a blighted area, the redevelopment of which is necessary to effectuate the public purposes declared in the CRL. This finding is based on the following facts, as more particularly set forth in the Report to the Board of Supervisors. Portions of the Project Area are characterized by buildings in which it is

unsafe or unhealthy to live or work due to the fact they are deteriorated or dilapidated and/or they exhibit defective design or physical construction characteristics. The Project Area exhibits factors that prevent or substantially hinder the economically viable use or capacity of buildings or lots, including advanced building age, parking deficiencies, poor site conditions, and site deficiencies; and commercial and industrial buildings that are inadequate in size compared to contemporary standards, and that are located on lots that are of irregular shape and inadequate size and in multiple ownership. The Project Area contains incompatible land uses, primarily industrial uses located adjacent to residential uses, that negatively affect the economic use of the adjacent and surrounding properties. Portions of the Project Area display economic maladjustment evidenced by stagnant property values and impaired investments evidenced by low residential, commercial, and industrial property sales and abnormally low lease rates. The Project Area also exhibits residential overcrowding and a lack of necessary commercial facilities to serve the community. The Project Area has a high crime rate that constitutes a threat to the public safety and welfare. In addition, portions of the Project Area include significant infrastructure deficiencies which impede the private sector's ability to develop and rehabilitate the area. These significant blighting conditions constitute a serious physical and economic burden on the County which cannot reasonably be expected to be reversed or alleviated by private enterprise or governmental action, or both, without redevelopment.

B. The Plan will assist in the redevelopment of the Project Area in conformity with the CRL and in the interests of the public peace, health, safety, and welfare. This finding is based upon the fact that the purposes of the CRL would be attained by implementing the Plan to eliminate conditions of blight in the Project Area and to prevent their reoccurrence through the implementation of the Commission's ongoing projects and programs in conjunction with other agencies' public and private projects and programs.

C. The adoption and carrying out of the Plan is economically sound and feasible. This finding is based on the fact that under the Plan the Commission will be authorized to seek and utilize a variety of potential financing resources, including property tax increment revenues; that the nature and timing of public redevelopment assistance within the Project Area will continue to depend upon the amount and availability of such financing resources, including tax increment generated by new investment in the Project Area; that under the Plan no public redevelopment activity can be undertaken unless the Commission can demonstrate that it has adequate revenue to finance the activity; and, that the financing plan included within the Report to the Board of Supervisors demonstrates that sufficient financial resources will be available to carry out the implementation of the Plan. The Plan will allow flexibility within the Project Area to address the most pressing needs and to respond to market forces more effectively. The Plan is consistent with the General Plan, including, but not limited to, the Housing Element of the General Plan, which General Plan substantially complies with the requirements of Article 10.6 (commencing with section 65580) of Chapter 3 of Division 1

of Title 7 of the Government Code. This finding is based upon the General Plan and the findings of the Regional Planning Commission of the County of Los Angeles ("Planning Commission") that the Plan conforms to the General Plan as set forth in its resolution adopted in 2005.

D. The carrying out of the Plan would promote the public peace, health, safety, and welfare of the County and would effectuate the purposes and policies of the CRL. This finding is based on the fact that redevelopment will benefit the Project Area as a whole by correcting conditions of blight and by coordinating public and private actions to stimulate development and improve the economic and physical conditions of the Project Area.

E. The condemnation of real property within the Project Area, as described in the Plan, may be necessary for the overall execution of the Plan, and adequate provisions have been made for payment for property to be acquired as provided by law. This finding is based upon the facts set forth in the Plan and the Report to the Board of Supervisors, in particular, that without limited eminent domain authority, the Commission's redevelopment efforts may be impaired. The Plan authorizes the Commission to use eminent domain within the Project Area to acquire properties, but does not authorize the Commission to use eminent domain to acquire any properties on which any person resides. This finding is further based on the fact that in connection with the acquisition of property by the Commission, the Commission will comply with all applicable provisions of the California Eminent Domain Law (Code of Civil Procedure section 1230.010 et seq.) and the California Relocation and Real

Property Acquisition Law (Government Code section 7260 et seq.), including provisions requiring the payment of just compensation.

F. The Commission has a feasible method and plan for the relocation of families and persons who might be displaced, temporarily or permanently, from housing facilities in the Project Area. The Commission also has a feasible method and plan for relocation of businesses. This finding is based upon the fact that the Commission has prepared a method and plan for relocation of families, persons, and businesses that may be displaced by Commission projects. The relocation plan prepared for the Project Area as outlined in the Report to the Board of Supervisors provides for relocation assistance, including relocation payments, within the Project Area and such assistance constitutes a feasible method for relocation under state and federal law.

G. There are, or shall be provided, in the Project Area or in other areas not generally less desirable in regard to public utilities and public and commercial facilities and at rents or prices within the financial means of the families and persons who might be displaced from the Project Area, decent, safe, and sanitary dwellings. The number of such dwellings to be provided shall be equal in number to the number of such displaced families and persons and shall be available to such displaced families and persons and reasonably accessible to their places of employment. Families and persons shall not be displaced prior to the adoption of a relocation plan pursuant to Health and Safety Code sections 33411 and 33411.1. Dwelling units housing persons and families of low or moderate income shall not be removed or destroyed prior to the

adoption of a replacement housing plan pursuant to Health and Safety Code sections 33334.5, 33413, and 33413.5. The above findings are based on the provisions of the Plan which require that no families and persons of low and moderate income shall be displaced until there is a suitable housing unit available and ready for occupancy by such displaced families or persons at rents comparable to those at the time of their displacement, and that dwelling units housing persons and families of low or moderate income shall not be removed or destroyed prior to the adoption of a replacement housing plan pursuant to Health and Safety Code sections 33334.5, 33413, and 33413.5.

H. The finding and determination required by Health and Safety Code section 33367(d)(9) is not warranted for the Plan because the Project Area does not contain any noncontiguous areas.

I. Inclusion of areas containing lands, buildings, or improvements which are not in a condition that is detrimental to the public health, safety, or welfare is necessary for the effective redevelopment of the entire area of which they are a part. Any such area included is necessary for effective redevelopment and is not included solely for the purpose of obtaining the allocation of tax increment revenues from such area pursuant to Health and Safety Code section 33670 without other substantial justification for its inclusion. This finding is based upon the fact that all properties within Project Area boundaries were included because they were under-utilized due to

blighting influences, were affected by the existence of blighting influences, or were necessary to accomplish the objectives and benefits of the Plan. Such properties will share in the benefits of the Project.

J. The elimination of blight and the redevelopment of the Project Area could not reasonably be expected to be accomplished by private enterprise acting alone, or by governmental action, or both, without the aid and assistance of the Commission. This finding is based upon the existence of blighting influences, including the lack of adequate public improvements, as identified in the Report to the Board of Supervisors; the inability of individual developers to economically remove these blighting influences without public assistance to acquire and assemble sites for development; and, the inadequacy of other governmental programs and financing mechanisms to eliminate blight, including the provision of necessary public improvements, facilities, and utilities.

K. The Project Area is a predominantly urbanized area as defined by subdivision (b) of Health and Safety Code section 33320.1. This finding is based upon the facts, as more particularly set forth in the Report to the Board of Supervisors, that 100 percent of the land in the Project Area is an integral part of an area developed for urban uses, and that land in the Project Area has previously been or is developed for urban uses.

L. The time limitations contained in the Plan are reasonably related to the proposed projects and programs to be implemented in the Project Area and the ability of the Commission to eliminate significant blighting conditions within the Project

Area. This finding is based upon the fact that redevelopment depends, in large part, upon private market forces beyond the control of the Commission as more particularly set forth in the Report to the Board of Supervisors. Shorter time limitations would impair the Commission's ability to be flexible and respond to market conditions as and when appropriate, and would impair the Commission's ability to maintain development standards and controls over a period of time sufficient to assure area stabilization. Also, shorter time limitations would limit the revenue sources and financing capacity necessary to carry out proposed projects and programs in the Project Area.

2.60.720 Temporary housing for persons displaced by the project.

The Board of Supervisors is satisfied that permanent housing facilities will be available within three years from the time residential occupants of the Project Area, if any, are displaced, and that pending the development of such facilities, there will be available to any such displaced residential occupants adequate temporary housing facilities at rents comparable to those in the County at the time of their displacement. This finding is based upon the provisions of the Plan that no persons or families of low and moderate income shall be displaced from residences unless and until there are suitable housing units available and ready for occupancy by such displaced persons or families at rents comparable to those at the time of their displacement. Such housing units shall be suitable to the needs of such displaced persons or families and must be decent, safe, sanitary, and otherwise standard dwellings.

2.60.730 Objections.

All written objections to the Plan filed with the Executive Officer - Clerk of the Board of Supervisors before the hour set for the joint public hearing on the Plan, and all written and oral objections presented to the Board of Supervisors at the joint public hearing have been considered, and all written objections received from Project Area property owners, occupants, and affected taxing agencies have been responded to in writing. All such written and oral objections are hereby overruled.

2.60.740 Mitigation measures.

The Final Environmental Impact Report ("EIR") for the Plan, a copy of which is on file in the Commission's Office and in the Office of the Executive Officer - Clerk of the Board of Supervisors, contains feasible and reasonable mitigation measures. All such mitigation measures identified in the EIR shall be incorporated into the proposed redevelopment projects within the Project Area.

2.60.750 Official redevelopment plan incorporated by reference.

The Redevelopment Plan for the Whiteside Redevelopment Project, including the Project Area map contained therein, and such other reports as are incorporated therein by reference, a copy of which is on file in the Commission's Office and the Office of the Executive Officer - Clerk of the Board of Supervisors, having been duly reviewed and considered is incorporated herein by reference and made a part hereof, and as so incorporated the Plan is hereby designated, approved, and adopted as the official Redevelopment Plan for the Whiteside Redevelopment Project.

2.60.760 Merger with redevelopment plan for the Adelante Eastside redevelopment project area.

After the effective date of this Ordinance adopting the Plan, and after a City of Los Angeles ordinance becomes effective amending the Redevelopment Plan for the Adelante Eastside Redevelopment Project Area and merging the Adelante Eastside Redevelopment Project Area with the Whiteside Redevelopment Project Area, the Whiteside Redevelopment Project Area will be merged immediately with the Adelante Eastside Redevelopment Project Area. The boundaries of the Adelante Eastside Redevelopment Project Area are described in the Plan, Attachment No. 5, and shown by a diagram (map) in the Plan, Attachment No. 6, per Health and Safety Code section 33333. Combined, the legal description prepared for the Project Area (Attachment No. 1 of the Plan) and the legal description for the Adelante Eastside Redevelopment Project Area (Attachment No. 5 of the Plan) constitute the legal description for the merged redevelopment projects areas.

2.60.770 Administrative cooperation for project completion.

In order to implement and facilitate the effectuation of the Plan hereby approved, it may be necessary for the Board of Supervisors to take certain actions, and accordingly, the Board of Supervisors hereby: (a) pledges its cooperation in helping to carry out the Plan; (b) authorizes and directs the various officials, departments, boards, and agencies of the County having administrative responsibilities in the Project Area likewise to cooperate to such end and to exercise their respective functions and powers in a manner consistent with redevelopment of the Project Area; (c) stands ready to

consider and take appropriate action upon proposals and measures designed to effectuate the Plan; and (d) declares its intention to undertake and complete any proceeding necessary to be carried out by the County under the provisions of the Plan.

2.60.780 Severability.

If any part of this Ordinance or the Plan which it approves is held to be invalid for any reason, such decision shall not affect the validity of the remaining portions of this Ordinance or of the Plan, and the Board of Supervisors hereby declares that it would have passed the remainder of this Ordinance, or approved the remainder of the Plan, if such invalid portion thereof had been deleted.

SECTION 2. Copy of ordinance sent to commission.

The Executive Officer - Clerk of the Board of Supervisors is hereby directed to send a certified copy of this Ordinance to the Commission, whereupon the Commission is vested with the responsibility for carrying out the Redevelopment Plan for the Whiteside Redevelopment Project.

SECTION 3. Recordation of description of land in project area.

The Executive Officer - Clerk of the Board of Supervisors is hereby directed to record with the county recorder of the County of Los Angeles a description of the land within the Project Area and a statement that proceedings for the redevelopment of the Project Area have been instituted under the CRL.

SECTION 4. Notification to building permit applicants that property is in redevelopment project area.

The Department of Public Works of the County of Los Angeles is hereby directed for a period of two (2) years after the effective date of this Ordinance to advise all applicants for building permits within the Project Area that the site for which a building permit is sought for the construction of buildings or for other improvements is within a redevelopment project area.

SECTION 5. Transmission of documents to public officials.

The Executive Officer - Clerk of the Board of Supervisors is hereby directed to transmit a copy of the description of the land and statement to be recorded by the county recorder pursuant to Section 3 of this Ordinance, a copy of this Ordinance, and a map or plat indicating the boundaries of the Project Area, to the Auditor-Controller and Assessor of the County of Los Angeles, to the governing body of each of the taxing agencies which levies taxes upon any property in the Project Area, and to the State Board of Equalization, within thirty (30) days following the adoption of the Plan.

[WhitesideRPAEYCC]